

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 245.—Vol. X.]

LONDON: SATURDAY, MAY 2, 1840.

[PRICE 6D.]

### STANNARIES OF CORNWALL.

#### IN THE VICE-WARDEN'S COURT.

**PURSUANT to a Decree of the Vice-Warden's Court, made in a cause of "Coward v. Richards and another," the creditors of the defendants, in respect of GUNNIS LAKE MINE, in the parish of Calstock, within the limits of the said Court, to come in and prove their debts before the Registrar of the said Court, at his office in Truro, or that, in default thereof, they will be peremptorily excluded the benefit of the said Decree.**  
Dated April 30.  
H. S. STOKES, Plaintiff's Solicitor, Truro.

#### DUNALLEY AND TIPPERARY MINES TO BE SOLD BY AUCTION.

Comprising "Silver Mines," "Knockeen," "Gurtan-dyrt," and "Shallee," within five miles of Nenagh.

**MESSRS. J. and J. MARSHALL (of Limerick) have the honour to announce, that they have received instructions from the lessee to offer, by PUBLIC SALE, by AUCTION, and without any reserve whatever, on Tuesday, the 12th of May next, at Twelve o'clock, at the company's offices, in the Mines, the GOODWILL and entire of the valuable BUILDINGS and OFFICES of these IMPORTANT MINES, together with the whole of the MATERIALS, MACHINERY, TIMBER, IRON, ROPES, WAGGONS, CARTS, &c. &c., comprising Two forty-five feet water-wheels, two feet breast, with bobs, flat-rods, pumps, grinders, &c.; armed capstan and shears complete; three horse-whims; stamps; grinders, &c., complete; four smiths' bellows; and other property, too various to particularise.**

J. and J. M. forbear to make any comment upon this property, so inviting to the most particular inspection, they wish merely to state that, probably the largest mining field in Ireland is at last securely opened for an investigation, which may be attended with an immensely profitable result, and the prosecution of which can at once be entered upon, at a comparatively light expense; the three great adit levels, from the valley to the north face of the celebrated Sulphur-Ramp, being now, at enormous cost, cleared out and permanently arched with stone, consequently admitting an opportunity, never before attained, for the most satisfactory operations.

Mr. Taylor, or Captain Francis, Silver Mines, Nenagh, or Messrs. J. and J. Marshall, Limerick, will give any further information that may be required.

#### WHEELS HARMONY AND MONTAGUE MINING COMPANY.

**TO BE SOLD BY AUCTION, on Wednesday, the 13th May next, at one o'clock in the afternoon, at the Clarendon-rooms, Liverpool, subject to the conditions to be then produced, all those valuable, well stocked, and improving MINES, belonging to the above-named company, situated in the parish of Redruth, in the county of Cornwall, and known by the names of the WHEELS HARMONY, MONTAGUE, AND CARDREW, together with the valuable ENGINES, MACHINERY, IMPLEMENTS and STOCK, on, and appurtenant to the said mines. The mines are held by Leases, with favourable reservations. Particulars may be known, and tickets to view may be obtained, from Mr. Leah, at the said mines, Redruth; or from Mr. Holt, at the company's office, 41, Castle-street, Liverpool.**

#### SHAUGH IRON MINES.

**TO BE SOLD, BY PRIVATE CONTRACT, the whole of the valuable property known as the SHAUGH IRON MINES, with the railways, waggons, tools, implements, and materials belonging thereto, situated in the parish of Shaugh, about seven miles from Plymouth, in the county of Devon.**

The ore, which is hematite, is of the finest quality; is well known to most of the principal iron masters in Wales, as being equal to the rich Cumberland and Lancashire ores. The argillaceous description of the ore is such as to enable them to be raised with great facility. There is a fine lode of the richest ore in the lowest level now in course of working.

The works have been improved by the present company to a considerable extent; a never-failing stream of water has been brought from the River Cad, and a fine water wheel of great power, with rods, pumps, and all requisite machinery erected thereon.

Parallel with the above is a great mineral lode, averaging fifteen feet in width, worked by an open cutting on the side of the hill, from which ironstone in considerable quantities have been raised; but the general indications are those of a copper lode, supposed to cross the lodes of Wheel Lopes Copper Mine on the adjoining sett.

The situation being on a hill, much deeper levels can be had, adit driven, and the works prosecuted without the assistance of machinery, but if found necessary, water power may be applied at a trifling cost.

The port of Plymouth, as the place for shipment, possesses considerable advantages for obtaining vessels, as well as the low rate of freights. Hitherto the ore has been carted to the Plymouth and Dartmoor Railway, on Roborough Down, but Sir Ralph Lopes having given permission for the making a road through the level of Bickleigh Vale, to communicate with the Cann Railway for the use of which arrangements have been made with the Right Honourable the Earl of Morley, which forms a junction with the Plymouth and Dartmoor Railway, near Plym Bridge, a distance of about one half may be thereby saved, and the expense of transit to the water side may be attained at a comparatively trifling expense.

The present lease or sett extends over a space of about 125 acres, in a country abounding with rich veins of copper, tin, and iron ore, and is held for the remainder of a term of twenty-one years, from Michaelmas, 1855, subject to the dues of one-tenth.

For permission to view, plans, and further particulars, apply to Mr. W. Langdon, Stonehouse, or to Mr. E. Nettleton, Plymouth.

#### MINE MATERIALS.

**FOR SALE, BY PRIVATE CONTRACT, the MACHINERY and MATERIALS at ST. ENODER CONSOLIDATED MINES, in the parish of St. Enoder, Cornwall, consisting of—**

- One 70-inch Cylinder Steam Pumping Engine, and Two Boilers, complete.
- One 30-inch Cylinder Steam Pumping Engine, and One Boiler, complete.
- One Steam Stamping Engine, 25-inch Cylinder, and One Boiler, complete, with Four Oak Stamping Axes, Bearings, Frames, &c.
- One 21-foot Water Wheel (34 feet in breadth), with Drawing Machine, a 24-head Stamp, with Axes, and a Crushing and Boring Machine attached.
- One powerful Capstan. Two 8-arm smaller Capstans. One small 4-arm Capstan.
- One 14-inch Capstan/Rope, 120 fathoms long.
- One 12-inch ditto 100 ditto.
- One 9-inch ditto 80 ditto.
- A great number of 9, 10, 11, 12, 13, 14, 15, and 16-inch Pumps, with Working Barrels, Windboxes, Clack Door Pieces, Plunger Poles of 15, 17, and 18 inches diameter, and other Pit Work of Two Shafts, complete.
- Connections, Rods, Rod Plates, and Caps.
- Horse Whim and Machine. Whim Kibbles. 200 fathoms Whim Chain.
- Balance Rods, Flat Rods, and Triangles.
- Timber, Planks, Scouts, Wood Buildings, and Roofs.
- Buddies, Ricks, Kieves, Sieves, &c.
- Three Smiths' Bellows, Three Anvils, Screwing Stocks, Mandrill, &c.
- A strong Punching Machine. Smiths' and Miners' Tools.
- Rail iron, with Saddles. Two Drying Tubes.
- 100 fathoms of Ladders. 2 1/2 fathoms large Ladders.
- Collar Ladders. Several fathoms of Wood Pumps.
- Cisterns. 80 fathoms of Air Pipes.
- Water Wheel, 7 feet diameter.
- Whims, Whim Ropes, Poppett Heads, &c.
- New and Old Iron. Steel.
- Tram Roads and Waggons. Barrows. Iron and Wood Blocks.
- Candles, Powder, Grease, Hemp, Pick and Shovel Hints.
- Coal, and sundry other things.

The engines, boilers, and materials are all nearly new, and in very good condition. Apply to Mr. Geach, of Bodmin; Capt. William Brenton, of Wheal Ruby Mine, in Wendron, near Helston; or Capt. James Michell, at St. Enoder Consols Mines, near Samsoncourt.—April, 1840.

**STEAM-ENGINE WANTED.**—Wanted immediately, a HIGH-PRESSURE WINDING-ENGINE, 17 or 18-inch cylinder, 3 or 4-foot stroke, with boiler and pipes complete.—Address Robert Smith and Co., Margam Works, Glamorganshire.

**SLATE WORKS.**—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B.," Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

**A GENTLEMAN, who for upwards of Twenty years has been confidentially employed in the COPPER-SMELTING BUSINESS, is anxious for employment.** For references, apply to the Editor of the Mining Journal.

**TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.**—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Everleigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sney Bank, Ordsall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Salford-cum-Sheffield. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

### LONDON AND BIRMINGHAM RAILWAY.—NOTICE.

The TIMES OF DEPARTURE of the DOWN DAY MAIL TRAIN will, by order of her Majesty's Postmaster-General, be as follows, on and after the 3th of May next—

From	To	At
Kuston Station, London	at	9 45 a.m.
Tring	.. .. .	11 0 a.m.
Wolverton	.. .. .	12 0 noon.
Woodson	.. .. .	12 40 p.m.
Rugby	.. .. .	1 15 p.m.
Coventry	.. .. .	1 45 p.m.

Arriving at Birmingham, as heretofore, at 2h 30m. p.m.

And, pursuant to the foregoing arrangement, the times of departure of the a.m., Down Train, will be—

From	To	At
Kuston Station	.. .. .	9 0 a.m.
Tring	.. .. .	10 15 a.m.
Wolverton	.. .. .	11 15 a.m.
Blisworth	.. .. .	11 45 a.m.
Woodson	.. .. .	12 2 p.m.
Rugby	.. .. .	12 37 p.m.
Coventry	.. .. .	1 7 p.m.
Hampton	.. .. .	1 30 p.m.

Arriving at Birmingham at 2h 15m. p.m.

By order, R. CREED, Secretary.

By order, R. CREED, Secretary.

**GREAT WESTERN RAILWAY.**—The directors will receive at their office, in Princes-street, Bank, on or before Tuesday next, May 3, at Twelve precisely, TENDERS for the SUPPLY of COALS and COKE for the use of their locomotive engines, viz., 8000 tons of South Pontop or Windsor Pontop coals, deliverable from the 1st of July to the 31st of March next, in equal monthly proportions; 2000 sacks per week of the best coke (according to specification), deliverable on each week from the 5th of May to the 11th of September next. The specifications, with samples of coke and the condition of purchase, both of coals and coke, may be seen at the office in Princes-street, Bank; and also at the Paddington station.

CHARLES A. SAUNDERS, } Secretaries.  
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## LAW INTELLIGENCE.

LONDON TRADES' JOINT-STOCK BANK.  
COURT OF COMMON PLEAS—APRIL 25.

**EDGELL v. FRANCIS.**—**JAMES v. THE SAME.**—These were two actions for false imprisonment, tried before Lord Abinger during the last sittings for the county of Surrey, when verdicts were found for the plaintiffs, damages 200*l.* Mr. Serjeant SHEA now applied for a rule to show cause why there should not be a new trial, on the ground, first, that evidence had been improperly admitted with regard to certain bill transactions between the bank in London, and the defendant; and, secondly, that the damages were excessive. The learned counsel urged that the facts of the case clearly proved that the defendant had been actuated by no malicious motives; that the jury had been misled by the learned judge; that there were no circumstances of mitigation in the case, and that this court ought to interfere to rescue the defendant from utter ruin.

The court, however, were of opinion that the objection made as to the inadmissibility of certain evidence was not sufficiently tangible to justify them in granting a new trial, and that the damages were not so grossly excessive as to warrant the interference of the court in that which was the peculiar province of the jury.

LONDON AND SOUTH-WESTERN RAILWAY COMPANY.  
COURT OF EXCHEQUER—APRIL 29.

**PROPRIETORS OF NORTHERN BRIDGE ROAD v. THE LONDON AND SOUTH-WESTERN RAILWAY COMPANY.**—This was a special case directed by his Honour the Vice-Chancellor, to take the opinion of the Court of Exchequer, as to the question, whether a certain portion of the road, over which the line of the London and South-Western Railway passes, was to be considered as a turnpike-road, or merely a public highway. The London and South-Western Railway Act provided, for the protection of the public, that when the line should interfere with a public highway, there must be gates and watchmen, but when it was necessary to cross a turnpike-road the level of the railway must be raised above the road, or else sunk under it by tunnelling.

Mr. MATTHEW HILL now appeared on behalf of the London and South-Western Railway Company, and contended that the road in question was not to be considered as a turnpike-road, but only as a highway. It was true that tolls were collected on it, but after the repairs of the road had been defrayed out of the proceeds, the proprietors might put the surplus in their own pockets; whilst it was essential to the constitution of a turnpike trust that the tolls should be applied exclusively for the repairs of the road, and if the amount collected was more than sufficient for such purpose, the rate of toll must be reduced.

Mr. D. POLLOCK was about to argue on the other side, but was stopped by the court, who were unanimously of opinion, that the true definition of a turnpike-road is, a road on which a turnpike may be lawfully erected, and that the road in question came within the definition; consequently, the public were entitled to the increased protection which the Legislature obliged the company to afford, where a turnpike-road was interfered with.

NORTH MIDLAND RAILWAY COMPANY.  
RAIL COURT—APRIL 29.

**THE QUEEN v. THE COMPANY.**—In this case a rule had been made absolute for a *mandamus*, commanding the defendants to cause a jury to be empanelled for the purpose of ascertaining the extent of the damage which had been done to certain coal mines by the overflowing of a stream of water, in consequence of the operations of the company. A return was made to the *mandamus*, and now

Mr. WHITEHURST applied to the court for a rule, calling upon the defendants to show cause why certain parts of the return should not be quashed, on account of the argumentative character of the allegations, which, as the learned counsel contended, ought to be expressed positively.

Mr. Justice WILLIAMS heard the statement for some time, but ultimately referred the learned counsel to the full court, where all the previous proceedings in the case have been taken.

MIDDLETON HILL MINING COMPANY.  
VICE-CHANCELLOR'S COURT—MAY 1.

**MORRIS v. RYAN.**—Mr. RICHARDS applied in this case *ex parte* for a special injunction to restrain the defendant Ryan from drawing, accepting, and negotiating any bills of exchange in the name of or on behalf of the Middleton Hill Mining Company, and also from collecting in any of the partnership debts. According to the statement of the affidavit of the plaintiff, the following were the circumstances under which the application was made:—In 1837 the plaintiff and defendant entered into partnership for the purpose of working certain mines in the county of Montgomery, called the Middleton Hill Mines. Each party were to find capital on equal shares, and the profits were to be equally divided. The plaintiff had hitherto advanced the whole of the money for carrying on the concern, which had turned out to be a most unprofitable one. In March of the present year the plaintiff proposed to give it up, agreeing to refer all matters in dispute to an arbitrator. An agreement was drawn up for this purpose, which the defendant had refused to sign, and the plaintiff being informed that he was drawing bills in the name of the partnership, and not being able to discover where he resided, was compelled to make the present application to the court.

The Vice-Chancellor granted the injunction, observing that the Middleton Hill Mines appeared doomed to be unfortunate.

BRITISH IRON COMPANY.  
COURT OF COMMON PLEAS—APRIL 30.

**ATTWOOD v. TAYLOR AND OTHERS.**—The circumstances out of which this case has arisen have been repeatedly before the public. The present was an action brought to recover certain arrears of interest on the purchase-money due from the defendants to the plaintiff. The cause was tried before Lord Abinger at the summer assizes for the county of Stafford, in 1838, when the plaintiff recovered a verdict for 2000*l.* above the sum paid into court, that being the difference between interest at 4*½* and 5 per cent. on 75,000*l.* In the following term a rule was obtained by the defendants, calling on the plaintiff to show cause why the verdict found for the plaintiff should not be set aside, and a verdict entered for the defendants, on the ground that so much of the contracts as was set forth in the declaration did not warrant the verdict returned; and in the same term a cross rule was obtained by the plaintiff, calling on the defendants to show cause why there should not be a new trial, on the ground that the noble and learned judge had misdirected the jury, as he ought to have told them that the plaintiff was entitled to interest on the different instalments of interest from the days on which they had respectively become due.

The Solicitor-General, Mr. Serjeant Talfourd, and Mr. Richards were counsel for the plaintiff; and Sir William Follett, Mr. Whately, and Mr. Talbot for the defendants.

The arguments of counsel not being concluded at the rising of the Court, the further hearing of the case was adjourned to Saturday.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.  
COURT OF CHANCERY—APRIL 30.

**PLAYFAIR v. THE COMPANY.**—This was a motion to discharge an order of the Vice-Chancellor, continuing an injunction which restrained an action against Mr. Playfair for the amount of 100 shares in the railway. Mr. Playfair alleged that he had forfeited and relinquished his shares before the action was brought.—The arguments of the counsel were resumed on the following day. On their conclusion,

The LORD CHANCELLOR said it required a strong case to grant an injunction to stay an action in such cases as this. He was not satisfied that the plaintiff would have a decree in this case for what he asks, and that supposition was the ground of the Vice-Chancellor's order. The instalments due on the shares must, at all events, be in such a position as will secure the benefit of the decision in the cause of the party obtaining the decree. There was no doubt it was the plaintiff's intention to give up the shares, and to be free from future calls in respect of them. This was not the stage to decide the power of the directors. There was no doubt that they put the resolution in their books to accept the shares, and their act allowed them to do so. But it was no contract to purchase these shares on their part, nor, on the other side, was the giving up these shares a forfeiture. Perhaps the entry in the books was something between both. The intention of the directors seemed to be to release the plaintiff, and at the same time to get the benefit of the deposits on them for the company. The question as to their power to do that would come to be decided at the hearing of the cause. The result of the transaction may be the protection of the plaintiff against these calls. This transaction occurred in 1837, the plaintiff ceased to be a director in the same year. The calls were made after that time. The action was not brought till December, 1838. From August, 1837, the company had opportunities of knowing what was to be done, and it may be a question whether their delay till December was not an acquiescence in the arrangement. The order which his lordship would make was, that the plaintiff should pay into court the amount of the calls, or that the injunction should be dissolved.

On the application of Mr. JACOB, the plaintiff got till next Wednesday to make his election.

GEORGE WALTER'S BANKRUPTCY.  
COURT OF BANKRUPTCY—APRIL 28.

This was the day named for the choice of assignees against the estate of Mr. Walter (the late managing director of the London and Greenwich Railway) who is described as a commission agent, carrying on business in Chancery-lane. Few debts were proved at the sitting, the total amount not exceeding 1500*l.*; but the only assets of consequence, or likely to be realised, are in the shape of claims made by the bankrupt against the London and Greenwich Railway Company to the extent of 11,300*l.* Mr. J. Brown, of Old Broad-street, stationer, was chosen assignee at the rising of the court.

## ANALYSIS OF ANTHRACITE AND IRON ORES.

BY PROFESSOR W. R. JOHNSON.

[From the "Journal of the Franklin Institute of the State of Pennsylvania."] [Concluded from page 136.]

**Iron Ores.**—The bed of iron ore from which the samples that I have examined were taken, is found on the southern declivity of the bluff, about forty rods northerly from the south fork of Beaver Creek, and judged to be about three-quarters of a mile from the Beaver Meadow Railroad. With this road the locality can be connected at a very little expense by a branch road. Above the bed of ore is a seam of black dirt of considerable thickness, judged to be the remains of a bed of coal which may possibly be found unaltered at no great distance.

The thickness of the bed of ore and shale is seven feet, and it lies seven feet beneath the surface of the ground at the point where it is opened. The inclination of the bed is to the south, but apparently less rapid than that of the surface of the hill, so that if the dip observed in the shaft be maintained for any considerable distance below the present opening, there is reason to suppose that it would crop out before coming to the border of the creek. The covering is composed of—

3 feet of earth—surface soil,	
6 " black dirt,	
6 " slate,	
7 " ore and slate,	
1 inch of coal,	
17 feet of sandstone.	

The first variety which was analysed gave by the usual assay in the dry way, the following composition, viz:—

Water expelled at 250° .. .. .	66.4 per cent.
Carbonic acid .. .. .	26.6 "
Cast-iron .. .. .	33.8 "
Earthy matter .. .. .	26.6 "
Oxygen .. .. .	12.55 "
99.99	

This variety of the ore has a light-bluish ash colour, is moderately tough before calcination, and possesses a specific gravity of 3.247—consequently a cubic yard of it would weigh 5469 lbs., or 2.44 tons.

The pig metal given in the above assay is soft, tough, and of a dark grey colour, apparently well suited for foundry purposes.

The clinker is a transparent, nearly colourless, glass; very fusible, and contains but few adhering particles of metal.

The employment of pure carbonate of lime as a flux in the proportion of one part of this metal to six parts of raw mine will produce a complete reduction of the ore and fusion of the earthy ingredients. In using the anthracite No. 5, before described, a small addition of limestone, to the amount of 1 per cent. of the coal employed, may be found requisite in order to insure an equally complete fusion of the earthy residuum of the fuel. Assayed in the humid way this ore yields the following results, viz:—

Water .. .. .	60.40 per cent.
Carbonate of iron .. .. .	63.20 "
Carbonate of lime .. .. .	2.50 "
Carbonate of magnesia .. .. .	2.37 "
Oxide of magnesia .. .. .	2.00 "
Silica .. .. .	17.50 "
Alumina .. .. .	10.55 "
99.52	

The above quantity of carbonate corresponds to 39.1 per cent. of protoxide, or 30.45 per cent. of pure metallic iron, which is 3.35 per cent. below the above yield in pig metal, or it is 9.9 per cent. of the pig metal itself, to be regarded as pure iron matter; which is probably very near the true average amount according to the latest and best analyses. The yield in iron is equal to the average of Scotch ores in the neighbourhood of Glasgow.—The latter have a specific gravity of 3.209, according to Dr. Colquhoun. This ore which is the blue clay ironstone of the coal measures, has therefore the specific gravity, the degree of richness, and the fusibility of the same class of ores found in bituminous coal-fields, and there is no doubt, in my mind, that it may be easily and profitably worked.

The second variety of the ore examined, was a sample from the same locality, but from a different part of the bed from that in which the preceding was found. It is of a reddish-brown colour, except the exterior, which is yellowish-red.

The specific gravity of this variety is 2.996. Assayed in the dry way, it gave—Water .. .. . 13.12 per cent. Pig metal .. .. . 44.96 " Earthy matter .. .. . 54.804 " Oxygen .. .. . 17.11 "

Of the earthy impurities, there were found insoluble in acids 18.55 per cent. The ore now under consideration, has apparently undergone a change by atmospheric influences, from the condition of a carbonate of the protoxide of iron to that of a hydrate of the peroxide; it is not remarkable that in passing from one of these states to the other, some of the earthy ingredients should have been washed away. The usual tests of lime failed to detect that substance. The clinker had a smoky-grey colour, translucent on the edges, and was a compact glass, moderately fusible.

As the appearance of the clinker indicated, particularly when tested before the blowpipe, and by acid, that some portions of metallic oxide still remained in it, an analysis of this ore was also made in the humid way, which gave the following results, viz:—

Water .. .. .	13.12 per cent.
Peroxide of iron, with trace of manganese .. .. .	63.65 "
Silica .. .. .	13.48 "
Alumina .. .. .	8.77 "
Magnesia .. .. .	1.01 "
100.	

The quantity of peroxide of iron corresponds to 44.55 per cent. of iron, or 41 per cent. less than that of the metal actually obtained. Hence it appears that the quantity of iron remaining in the clinker is very nearly equal to that of the carbon, &c. in the pig metal.

There seems, from all the above statements, to be no reason to doubt that when brought into use, this ore will prove every way competent to sustain a character equal to that of any other argillaceous carbonate of iron, whether of the bituminous, or the anthracite coal districts. I am not aware that the samples which I took from the mouth of the pit were other than fair representatives of the general character of the bed from which they were raised. It is probable that when explored so far as to be under an extensive solid covering, it will be found to correspond more nearly to the character indicated by the former than to that given by the latter of the above analyses.

Near the second bed of coal opened on the slope of the hill north of the northern branch of Beaver creek, I found some iron ore thrown out in excavating a coal shaft. It was all in the state of brown hydrate, and though too much exposed near the surface to allow of the formation of any just estimate of its quantity in the solid part of the bed, where, doubtless, it will be found in the state of a carbonate, yet the size of the specimens which I observed, and their structure, led me to suppose that it could not belong to a trivial, or chance, deposit. This opinion is strengthened by the fact that a bed of seven feet in thickness of iron ore and iron slates is found, as already described, on the opposite side of the bluff, and not more than a mile distant.

The ore submitted to analysis, is of a brown, or yellowish-brown, colour, compact, with small shining particles. Its specific gravity is 3.555.

At a temperature of 330° it loses in moisture .. .. .	0.55 per cent.
By strong calcination, it loses in water .. .. .	10.048 "
It contains of—Peroxide of iron .. .. .	71.12 "
" Earthy impurities .. .. .	18.382 "
100.	

Of the earthy matter, 13 per cent. are insoluble in acids, being chiefly silica, and 3.382 per cent. are alumina and magnesia—no lime was detected, but a trace of manganese.

The quantity of pig metal obtained in my analysis was 49.77 per cent.; its colour dark grey; structure crystalline, granular. It was soft, tough, and well adapted for foundry purposes. The clinker was a perfect glass, translucent on the edges, of a smoky colour, readily fusible before the blowpipe, and, consequently, it presents no obstacle to the free running of iron in a furnace. The result of this trial is such as in my opinion to justify a careful examination to ascertain the quantity of ore to be obtained in this locality. Being in the immediate vicinity of the richest of the coals above described, it will be a highly valuable resource, if it shall be found in beds of such thickness, and with such accompaniments, as to render its attainment not too expensive. The point will be determined only by actual searches.

**BRENDAN STONE.**—In the museum of the Asiatic Society at Calcutta one object of curiosity is a bending or elastic stone. This stone is apparently of granite, is about two and a half feet by six inches in length and breadth, and about an inch thick. This stone being lifted at one end yields to the pressure, and from the half begins to bend as it is lifted, and as the lifted end is raised the bend approaches nearer to the further extremity. On the lifting power becoming relaxed the stone reverts to its former level.—*Calcutta paper.*

## SPECIFICATIONS OF RECENT PATENTS.

[From the "Inventors' Advocate."]

**John Swain Worth, Manchester, merchant,** improvements in rotary engines to be worked by steam and other fluids, such engines being also applicable for pumping water and other liquids, April 10.—According to the drawings it would be impossible to gain a perfect knowledge of this invention, which appears better adapted for raising water, than for a rotary steam-engine. The chamber of the engine is made in two parts, which, when united, inclose in the central part of the machine a wheel, that is made to receive two or more rotary valves.

John Couper Hadden, Bazing-place, Waterloo-road, engineer, and George Hawkes, Gateshead Iron-works, Durham, certain improvements in the construction of wheels for carriages, to be used on railways, April 16.—The first improvement is for forming the spokes of wheels with bars of wrought-iron, having four obtuse bends, and the ends are brought together, forming an acute angle. These angles of the spokes are brought to a centre, where a mould is placed, and a nave of iron is cast, so as to hold them together. Another method is to form the inner part of the tire of the wheel with a groove or recess around for the reception of the heads or bends of single or compound spokes of wrought-iron.—Lastly, through the holes in a rib cast on the inside of a wrought or cast-iron tire, a wrought-iron bar is passed half way and bent down, so as to form a compound spoke, held together by a cast or wrought-iron nave.

## ON THE MEANS OF LIGHTING AND BREATHING IN PLACES IMPREGNATED WITH BAD AIR.

For a considerable time we have paid the strictest attention to this subject, endeavouring as far as possible to ascertain the best methods of affording pure respiration in spots where unwholesome exhalations or confined air endanger the safe breathing of workmen employed. Our researches on this head have led us to examine attentively the pages of the "Annals of Chemistry and Physics," and here we find an invention which we think it right to lay before our readers.

M. Goss (the inventor) proposes to substitute a pipe of glass or earthenware (the latter would, perhaps, be the best, since it costs less and is less brittle) instead of the piece of linen; one end of this tube to be considerably larger than the other, the person making use of it holding the small end in his mouth, while the other, which, as we have before observed, should be considerably larger, is filled with tow, amianthus, or other analogous substance, saturated in some purifying liquid. For instance, in factories where the exhalations are unwholesome acid, alkalis should be employed; the carbonic acid would be absorbed by lime water; alkaline exhalations would be overcome by acids.

By this very simple invention, the workmen would be placed beyond the risk of inhaling deleterious gases. But to render this plan efficacious, a means must be found of fixing this tube so closely to the mouth, that no breath can be taken in, save through the pipe itself. This, however, is but a secondary point, and one easily arrived at, more especially where the original mechanism is so simple and plain.

Notwithstanding, however, all this, the above means must not be always relied upon; the plan for overcoming the dangers here alluded to must alter with circumstances and locality. For instance, the best guard against the inhalations of a foundry, where antimony is worked, would be utterly useless in a coal or copper mine. There is scarcely any work of human industry in which exhalations do not arise, more or less prejudicial to the healths of the persons employed.

To preserve the labourer or workman from these dangers, is the first solicitude of an honourable mind. To attempt this on all occasions by the same means would be folly, and show that little reflection had been given to this important branch of true philanthropy.

Almost the same rules which apply to giving air to a human being, apply to the lighting of places filled with noxious vapours, and the former power would be but of little avail without the co-operation of the latter; the workman might breathe and move about without detriment to his health, but without light he could not work; light therefore becomes absolutely necessary, and to establish this in places filled with combustible and unwholesome vapours without danger, becomes a subject of important inquiry.

Before, however, we attempt to overcome the difficulties in this branch of science, we must one by one examine the different impediments which present themselves, and regulate the measures to be taken according to the exact local dangers and obstacles which arise; each vapour, each atmosphere, requiring a different apparatus.

It is not in factories or workshops, or such like places, that the great difficulties are to be met with; the air in these establishments is not so impetuous as to extinguish light, and thus plunge the workmen into sudden obscurity. Sickly, bad, and often unwholesome atmosphere, is the worst enemy we have here to contend against. It is in mines, in wells, and such like places, that the greatest danger lurks—not only the danger of instant extinction of light, but often its more dreaded contrary, sudden combustion and explosion.

Those atmospheres which are considered incombustible are generally those in which man is supposed to be unable to live; divested of oxygen gas, that necessary composite for man's existence, which so strongly impregnates the air we daily breathe, human life and artificial, equally go out when surrounded with such an atmosphere.

We next come to the opposite of this quality, where combustion may be justly dreaded from a state of the air, so generally understood that we shall not here dwell on it, but pass rapidly on to a third species of atmosphere, to which in a former Number we more particularly alluded. A dense smoke arising, we will suppose either from a recent fire or a subterranean explosion, to penetrate it becomes necessary and advantageous for the rescue of life or property—often both.

To penetrate into galleries of mines or other places filled with this smoke, suffocating from its density and its carbonic acid qualities—to breathe in such a situation, we have already declared not only possible, but pointed out the means of doing so. But we now come to an inquiry of equal moment, the means of illuminating this dense body to enable the penetrator to carry out his researches, and see objects through the surrounding opaque atmosphere.

The first, and hitherto best sort of lamp used on occasions of this kind, is what is called the lamp without flame; this lamp, as doubtless all our readers are aware, owes its light to a small platinum wire, which being made red hot, the wick is blown out, and feeds itself on the air around, attracting sufficient combustible air around the red hot ring to give a flame, which in its turn is kept red hot by the fire it has itself created, while the wire enclosure around it prevents this flame exuding from the lamp.

M. Paulin has made some important improvements in the lamps, making them not only the means to give light, but pure respiration to the workmen who carry them.

M. Paulin's plan is as follows:—The workman or miner should be clad in a sort of smock or long waistcoat made of leather, covering the head, closed at the arms, and confined round the waist with a tight girdle. Air is introduced by means of a pump, and a long pipe of flexible leather (like an engine sock), which the man draws after him. This air, which continually keeps up a healthy current inside the jacket, enables the wearer to breathe freely, and escapes by a hole left in the front of the apparel for this purpose, scarcely vitiated, and which communicates with a lamp hung to the chest, so that the flame is fed and kept up by a surrounding atmosphere of almost pure air; thus, the double purpose is answered by the one means, the workman can breathe and see amidst the most noxious vapours.

It is true that this apparatus is useless in certain cases. For instance, on the site of a recent fire, as no second person could here follow the wearer sufficiently closely to keep up the supply of air necessary to inject from time to time into the tube.

Since the above invention, Messrs. Grandjean and Bassans have invented a match, which they assert will burn in the most vitiated atmospheres. To arrive at this perfection, however, this match must produce a double phenomenon; it must, at the same time, procure for the flame combustible vapour, and the oxygen destined to give birth to this combustion.

To carry out this perfectly, would be impossible; Messrs. Grandjean and Bassans, however, have done much towards it, they have invented a match which will often have this effect, but not always, under certain circumstances, and in certain places with great care, their best hopes and assertions may be fulfilled, but nature still presents her powers sufficiently strong in this branch for us to dare to say we have quite overcome her yet. Much progress has been made, and this should encourage further research. We can only say for ourselves, that we shall occasionally recur to the subject, considering it of the most vital importance, and communicate to the public each discovery in this department as it appears.—*From a Belgian paper.*

**FATAL MINE ACCIDENTS.**—An explosion of fire-damp took place at Shindcliffe Colliery on Tuesday last, by which three men were severely burnt.—William White had his arm dreadfully mutilated by an explosion of gunpowder in the Levant mine.—Duncan Johnson was deprived of life while engaged with other men in removing a crane in Granton quarry.—A fatal accident occurred at the shaft of the pit now sinking, on the shore, near the harbour, Whitehaven, on Sunday last, by a bucket falling on the head of Peter Glasman, while he was engaged at the bottom.

**NEW SYSTEM OF RAILWAY TRAVELLING.**—The model of a locomotive engine, invented by Killman, was exhibited in the Town Hall, Manchester, last week, showing a new system of railway travelling, being adapted in cases of lines requiring difficulties in ascents and curves to be surmounted. The invention, which is on an entirely new principle, is about being patented.



## PROCEEDINGS OF PUBLIC COMPANIES

## BLAENAVON IRON AND COAL COMPANY.

In our report of the annual meeting of the proprietors in this company, in our last Journal, we omitted noticing the resignation, during the past year, of two of the directors—David Lewis and W. West Jones, Esqs., and the filling up of these vacancies by W. Fielden, Esq., M.P. for Blackburn, and S. R. Radford, Esq.

The total profit during the year ending 31st December, 1839, amounted to 28,022l. 13s. 7d., and a dividend was declared, leaving 4150l. to the credit of undivided profit—the aggregate profit during the three years and a half of the company's existence amounting to 92,000l., of which sum had been disbursed as preliminary expenses, or those occurring at the formation of the company, about 960l.—the expenses at the London establishment for the whole period 4740l.—the balance of interest paid to the vendors, during the first, or conditional year, and until the final payment for the property, 6153l.—and the interest upon mortgage, since the completion of the 8267l., amounting to 20,122l. The 68,000l. paid to the shareholders as dividends, and the remaining undivided profit will show the distribution of the above aggregate profit, amounting to 92,000l., as above stated.

We are given to understand that the old works are now in a condition of great efficiency, and but for the depression of the iron trade for the last six months, would have been at work to their full extent. The new works, both underground and on the surface, have been carried forward with a view to the blowing in of three furnaces before another annual meeting, should the trade permit. In both the old and the new works, and in the erection of workmen's houses, the outlay, as an aggregate, amounts to the sum of 92,000l. A great part of this amount is wholly unproductive, and must so continue, until the new works, and the new establishments for the supply of minerals to the old works are completed. To accomplish this object, and being desirous of extending their manufacture to the ordinary qualities of bars and rails, a resolution was passed, empowering the directors to raise the sum of 150,000l. We have alluded in another place to the candour and openness shown by this company.

## CHESTER AND CREWE RAILWAY COMPANY.

The half-yearly meeting of the proprietors of this undertaking was held on Wednesday, the 20th ult., at the Royal Hotel, Chester.

JOHN UNICKE, Esq., in the chair.

H. KELSALE, Esq. (the law clerk to the company), read the following REPORTS:

## DIRECTORS' REPORT.

A reference to the report of the engineers, will show that the works, with a trifling exception, are proceeding in a most satisfactory manner, and the directors intend that the line shall be opened to the public on Monday, the 3d of August next.

The Bill for consolidating this company with the Grand Junction Company has passed the House of Commons, and will in a few days be in committee in the Lords. From the absence of all opposition on the part of the shareholders to the Bill, and the greatly improved value of the stock of the company, the directors feel convinced that the proprietors, without exception, acquiesce in the arrangement entered into with the Grand Junction Company.

On reference to the accounts of the treasurer, laid before the proprietors at a former meeting, it will be seen that one item of expenditure was incurred in a survey by Mr. Stephenson of the country for a line of railway from Chester to Holyhead, and on a survey and report of him of the line recommended by Mr. Vignoles, from Shrewsbury to Portllyn.

His surveys and reports were laid before the commissioners appointed by Government to examine the merits of the different lines of railway between London and Dublin, and the directors are happy to say that the result of the commissioners' examination and their report entirely confirm Mr. Stephenson's opinion of the superiority of the line from Chester to Holyhead. The Holyhead harbour also has been preferred and recommended by the naval commissioners.

Under these favourable circumstances, the directors, in conjunction with the provisional committee of the Great Holyhead Railway Company, will use their utmost exertions to forward this great work, and bring it before the public at the earliest period that may be advisable.

The importance of this line to the interests of the Chester and Crewe, the Grand Junction, the London and Birmingham, the Manchester and Birmingham, and Chester and Birkenhead and other railway companies, is such as to convince the promoters of it, that it will meet the warm support of the proprietors in those companies.

The following directors have been elected under the provisions of the Act, but are eligible to be re-elected.—Mr. Cross and Mr. Polliott. The directors have caused notices to be given for the forfeiture of the following shares, Nos. 421 to 460, 461 to 465, 1201 to 1220, 2150 to 2160, 3721 to 3725, 4338 to 4350, and 4926 to 4935, and recommend this meeting to confirm such forfeitures.

## ENGINEERS' REPORT.

The engineers' report was then read, detailing the progress of the works, which are proceeding most satisfactorily. Since the report presented at the last November meeting, the contractors have been put in possession of the whole of the land, and are now proceeding in the execution of the remaining works upon the line with energy and vigour—the extent of excavations completed to this time being as follows:—Waverton contract, 83 per cent.; Bunbury, 82 per cent.; Wardle, 90 per cent.; and Crewe, 72 per cent.

The engineers thus conclude:—Presuming upon a continuance of favourable weather, with the avoidance of unforeseen accidents or causes of delay, and judging from the forward state of the works, we have no doubt but the line may be ready for opening early in August next; and we may further state, that we feel satisfied that in consequence of the easy nature of the work upon the line, and favourable inclinations, 30 per cent. per annum upon the line will be sufficient to defray the current expenses of the line when opened. Upon the subject of the estimates, we will only repeat, that the completion of the line, with engines and carriages ready for opening, will not exceed 10,000l. per mile.

Mr. R. L. JONES (the treasurer) read a long financial abstract, the general result of which was as follows:—Total received on calls, interest, land, loans, 209,367l.; disbursements, 206,147l.—leaving a balance of 3220l.

The Rev. Mr. LYON asked if all the money had been borrowed they were entitled to raise by way of loan, and whether there was any difficulty in borrowing?—The TREASURER said the whole sum they were empowered to raise by way of loan was 83,000l., and they had had it tendered in one sum.—Mr. LYON said that showed the security was deemed good. He then asked whether the company had adopted Adams' patent springs in building their carriages?—The CHAIRMAN stated that the latest improvements were adopted, and the construction of the carriages was according to the views of the Grand Junction Company. They had been inspected by competent judges connected with that line, and he could confidently state, that on no line were there better carriages in every respect. They were of superior construction and workmanship.

Mr. LYON then inquired whether there would be any difficulty with the viaduct under the Chester and Ellesmere Canal?—The CHAIRMAN said none whatever. Precautions would be taken against any further accident.

The report was then adopted, and ordered to be printed and distributed amongst the proprietors.—The recommendations were also adopted.

The CHAIRMAN then drew the attention of the meeting to that part of the report relating to the Holyhead Railway, and said that as that project was of such great importance to this line, and also to the Grand Junction and the London and Birmingham, the energies of the directors and the Holyhead provisional committee would be directed to carrying out the project with as little delay as possible, and he hoped that in a short time the company would be in a condition to go to Parliament.

William Cross, Esq., and the Rev. James Polliott, who had been elected as directors, were then unanimously re-chosen.—The meeting then broke up.

## AGRICULTURAL AND COMMERCIAL BANK OF IRELAND.

The half-yearly meeting of this company was held at the company's house, Fleet-street, Dublin, on Monday, the 20th ult.

H. WATSON, Esq., was, on the motion of J. Dwyer, Esq., moved to the chair, and the report of the directors read.

## REPORT.

The report, after stating the expectations held out at the last half-yearly meeting, of an amelioration in the monetary pressure in the sister country, expressed the happiness of the directors in calling attention to the realisation of their expectations; that the Bank of England had taken advantage of the favourable turn in the foreign exchanges, to extend accommodation so as greatly to relieve the mercantile classes, as also to extend confidence, and encourage legitimate enterprise.

The profit on the business transacted at the branches for the past half-year is more than double that of the preceding half-year. By the result of net profit on the branches, deducting their local expenses, it appears that, were it not for the charge incident to agency, and the conduct of the business in Dublin, the board might be warranted in now submitting for your consideration the question of a dividend, at the rate of 5 per cent. per annum. They trust they may feel warranted to recommend a dividend at that rate at the next half-yearly meeting, and beg leave to express upon the shareholders how materially that may be accelerated by cordial and moral co-operation in their several localities.

In order to enable those shareholders who may be desirous of a present payment on their stock, at the rate of 5 per cent. per annum, to receive the same conveniently with the laws of the company, the board recommend that such shareholders as think proper may be allowed to exchange their present for guaranteed stock, at the rate of two shares of the former for one of the latter. The plan of preference shares, and of guaranteed stock, has been adopted in some leading English companies by an issue of such shares at par, or in exchange, with beneficial results.

The board seeing that, by the judicious employment of more capital, adequate and remunerating profits can be more speedily realised, feel it their duty to avail themselves of every legitimate facility (not involving a call upon the shareholders) to obtain it, but the board impress upon you that, in banking transactions, secure,

though slowly increasing, profits are preferable to the hazardous experiment of speculative loans, disproportionate to the capital on which issues should be based.

As, in their former report, the board were enabled to call your attention to the steady position of the Irish banking companies, and to the comparative security of commerce in Ireland during the monetary pressure then just passed, they are now gratified at pointing attention to the continued and steady position of the native and other important banking companies established in Ireland (consequent upon the relaxation of the Bank of Ireland charter) since 1821, and acting under the 6th Geo. IV., chap. 42. The decision of the banking committee (now sitting) as to the operation, effect, and continuance of an exclusive charter by the Bank of Ireland for Dublin, and a circuit of fifty miles, may naturally be expected prior to your next general meeting. Should the report of the Parliamentary committee not recommend a continuance of the bank charter (to the exclusion of the other joint-stock banks) beyond the present year, and that the legislature act upon such recommendation, a valuable feature will be added to your and to other companies—namely, the freedom of banking, and of salutary competition in Dublin and the several important towns within the present prescribed circuit of fifty miles. Whilst willing to submit to any general regulations for banking and currency, tending to the public good, your company should be prepared to avail themselves of any fair opening presented for increasing its influence and connections. It followed to co-operate with the Bank of Ireland for the advancement of the general welfare, the board trust that no liberal jealousy of that wealthy and native institution will be found to influence the shareholders or the community, demonstrating the continuance of a charter to the Bank of Ireland not to be inconsistent with freedom of trade to other bodies, when duly regulated for the public advantage.

The report then alluded to the several Poor-law unions in various districts, to which the company had been appointed treasurers, as proof of the increasing confidence in the company and management, and concluded by calling attention to the balance-sheet of assets and liabilities, vouched according to the Deed of Settlement.

The balance-sheet was read, together with the detailed statements of the expenses and profits of the branches, showing the net half-yearly profits. In addition to the surplus stated of 264,932l. 3s. 8d., a sum of 113,104l. is to the credit of the trustees, entitled "reverted stock," which stock has been transferred to said trustees in lieu of bills and other debts, to the extent of about 64,000l., now to the credit of the company.

Mr. HUGH MAGILL (of Belfast), had great pleasure in saying that he had availed himself of his position as honorary director, and had investigated all the items on which the balance-sheet was founded. The results were quite satisfactory; and the board had also directed the accountant to submit to him the books of the establishment. It was pleasing to find that the profits of the branches had doubled within the last half-year, even under the restrictions on the business cautiously imposed. The expectation held out in the report of a dividend at the rate of 5 per cent., next half-year, was satisfactory, and he trusted that unanimity for the benefit of the proprietors would pervade the shareholders generally, as that would greatly accelerate the general good.

Mr. A. B. KEANE asked several questions touching the balance-sheet, which having been answered, Mr. DWYER stated that he felt, as Mr. Magill did, a very great confidence in the progress and prosperity of the company, and it was satisfactory to find that it had so progressed. As a native company, it had every claim for support; and the cordial co-operation of its numerous shareholders must tend to advance the interests of their own property. When the present uncertainty, respecting the banking laws was dispelled, considerable advantage might accrue to the stockholders; and it would be premature in the board to adopt other views than those stated in their report, until the decision of the Legislature should be known. He thought it right to state that the board had directed a sum to be written off for bad debts existing previously to 1836, and which the board considered might be deemed irrecoverable. He had personally manifested his confidence in the company, which deserved the support of Irishmen, and from its large proprietors, should be successful, as well as other banking companies. All their energies should be directed to add to the resources of the company, so as to safely extend business. They had the testimony of their several managers, in reports laid on the table, that the good business could be safely quadrupled from the offers of business to them, and he need not direct their attention to the fact, that treble or quadruple the business would, judging from the profits of the branches last half year, pay 10 per cent. But 6 per cent. would be a very fair remuneration for a time. Mr. Dwyer continued, in explanation, upon some matters of internal regulation, in the course of which he read several letters and communications, and then said the board were ready to give every proper information to the proprietors, and submitted to their inspection the details of the several branches, their expenses and profits, as also the expenses of the agency in Dublin for the regulation of the whole.

Resolutions were unanimously adopted for receiving and entering the report and accounts; and also for empowering the board to carry out the measures recommended therein.

A discussion took place upon matters of internal regulation; after which Mr. W. E. BOLTON moved a vote of thanks to the directors, for their zealous and effective attention to the affairs of the company. He felt it due, after the discussion which had taken place, to state his perfect satisfaction in the matters submitted to them, and he felt that by co-operating with the board they advanced their own interests without any illiberal jealousy of other companies. The Agricultural Bank, as a native company, employing Irishmen, if equally capable as others, was in every way entitled to support.

Thanks were voted to the chairman, and the meeting separated.

## STEAM COMMUNICATION WITH THE WEST INDIES.

Southampton is the port which has been finally fixed upon as the West India steam-packet station. The Royal Steam-packet Company, with whom Government have contracted, have declared their capital to be 1,500,000l., in 15,000 shares of 100l. each. The contract is to carry the mails to and from the British western colonies for ten years, at the annual cost of 240,000l. The vessels to be employed are, by the directions of the Admiralty, to be of the most substantial and powerful description. The company is bound to have in readiness for next year fourteen steamships of the following dimensions:—Length, 240 feet; burden, 1300 tons; engines, 400-horse power. These fine vessels will be on a similar scale of splendid equipment with the *Great Western* and *British Queen*, and will be amply furnished with every means of safety combined with comfort. It will thus, when this magnificent national project shall have been completed, be in the power of the innumerable persons connected with the important colonies in the West Indies, whether by mercantile or family interests (and who in this great commercial country is not likely to be thus connected?) to visit their agents and relatives in the course of a few weeks.

Fourteen steamers are contracted for, one of which is to be laid down by Messrs. T. and J. White, of Cowes, and the others among the builders on the coast. Eight of them will start together from Southampton on their first voyage in the early part of the next year. The steamers employed will all be built for the express purpose, and be of the same tonnage and power (say 400 horse-power each), in order that they may all in rotation fall into the great line and make the voyage to Europe. Besides their regular course of post, fifty-seven days, Barbadoes, Grenada, St. Thomas, and Porto Rico, will have the opportunity of replying to European letters, so as to make the course of post between these places and London only forty-three days. At Samana the mails will be removed from steamer to steamer without any stoppage of moment, consequently, they will always be under the protection of the British flag. Every place within the arrangement will have two mails each month.

SOUTHERN DISTRICT BANK.—It appears that a meeting was held of the proprietors of this bank, at Southampton, on Friday week, at which it was resolved to wind up the concerns, in pursuance of a clause in the deed, which provided that this was to be done in case the losses of the bank should exceed one-fourth of the amount of capital paid up.—*Times*.

THE HARTLEPOOL UNION SHIPPING COMPANY.—The general annual meeting of this company was held at the King's Head Hotel, in Hartlepool, on Tuesday last, R. H. Allen, Esq., in the chair, when a dividend of 9 per cent., on the half-year, was declared and forthwith paid, which, with 8 per cent. paid the preceding half-year, makes 17 per cent. on the year, besides a considerable surplus being added to the guarantee fund.—*Hull Advertiser*.

GLoucester and Berkeley Canal.—We are happy to hear that the whole of the preference share list for raising the 60,000l. instalment of the Government debt, to be commenced paying off on the 1st of July next, has been already filled up, with the exception of a small sum—about 3000l. or 4000l. This shows that upon investments affording adequate security, there is now little difficulty in raising capital upon fair and reasonable terms. It also shows that the canal company, the old shareholders in which are the main subscribers to the present list, are fully alive to the prospective advantages of their important property; and that there is no longer any fear that the threatened sale of the undertaking to refund the advances of the Government will ever be required to be carried into effect.—*Gloucester Journal*.

## CARSON'S NEW MOTIVE POWER.

We take the earliest opportunity to introduce to our readers a description, furnished by the inventor, of a new motive power, or new means of obtaining motive power—that is, a generated power by the law of centrifugal force.

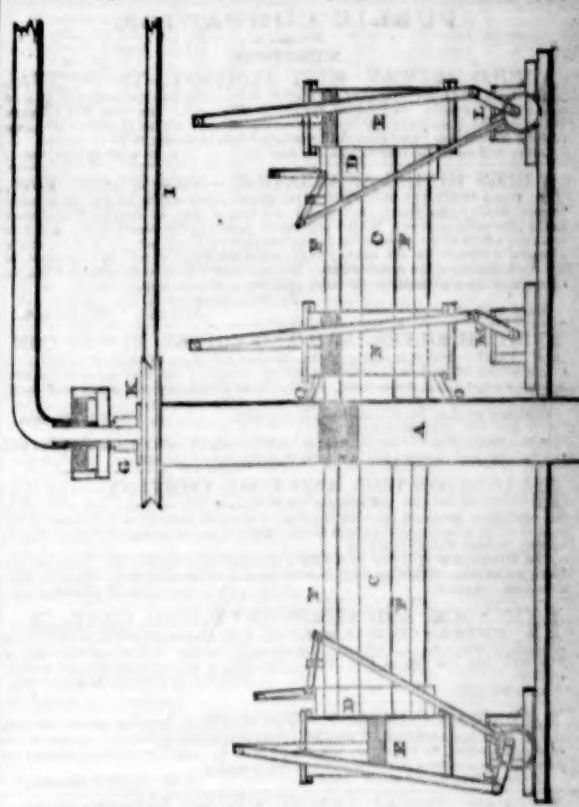
This will appear clear by attending to the following details, together with the figures, or plates—reference being had to the letters marked thereon. First, it is a well understood law, that all bodies moving with a circular motion, have a tendency to fly off from the centre of motion, which tendency is called centrifugal force. Another law of matter is, that these centrifugal forces are always in proportion to the squares of the velocity—that is, if the motion of rotation round a centre be double, the centrifugal force or tendency to fly from that centre of motion will be quadruple. This, the annexed figure or drawing will clearly show:—

Suppose the point at A to be the centre of motion—the direction of motion from B towards C with a certain force. Suppose a body is carried in a circle from B to D, the tangent is at E. Suppose a body is carried in a circle from B to G, the tangent is at H. Now the tangent at H is quadruple the tangent at E, notwithstanding the distance from B to G is only double the distance from B to D, therefore, when the velocity of a body in a circle is double, the centrifugal force, or pressure from the centre of motion, is quadruple.

In order to give to a body a double motion, or velocity, even against gravity, there only requires affluence power or force; this is a well understood law of mechanics, and requires no further illustration here.

We shall now show how the above-stated laws produce a sublime and unlimited motive power, capable of propelling the largest ships, and suitable for all purposes where steam and other powers are now used.

The annexed figure, or drawing, will illustrate this, and show one method of constructing what is called the generating engine:—



A is a hollow shaft, or axle, from the pivot at B, up to a solid part at P. The arms or tubes, C C, are hollow also, and connect with the boxes or chests, D D, which cover the slide valves of the cylinders, E E, and with the shaft or axle, A. The cylinders, E E, are firmly bolted to the arms, F F F, which arms are made secure to the shaft or axle, A. This shaft or axle works in a collar or bearing at G, and on its pivot, H, in the foot or step, H.

It will be evident that this shaft or axle, A, will revolve freely on its pivot, B, and in its collar, G. Suppose this generating engine to be fixed in a frame, having an air-tight vessel or case around it, sufficiently large to allow the extreme arms to revolve freely; let this air-tight vessel or case be charged or filled to a certain extent with any fluid body, but say, by preference, with pure sweet oil, as the most favourable fluid to the machinery. Let this charge of oil rise sufficiently high in this vessel or case to cover openings or passages ways in this hollow shaft or axle, A, a little above the pivot, B. Let this hollow shaft or axle, A, be also filled with the fluid body oil; likewise, let the hollow arms, C C, with the chests, D D, and the cylinders, E E, be filled or charged with the fluid body oil. It is plain that on giving a circular motion to this generating engine, either by manual power or by a working engine, geared so as to work the band, I, which passes round the pulley on the axle, A, at K, the fluid body with which the arms, C C, are charged will have a tendency to fly off from the centre of motion, according to the laws already stated, and will consequently produce a pressure on the pistons in the cylinders, E E. These cylinders have slide valves attached, similar to those of a steam-engine, but having larger passage ways to suit the denser fluid they have to work; these slide valves may be worked by any of the well-known forms of gearing slide valves, and will allow the pressure to act on one end of the pistons, while a partial vacuum is created on the other end by the discharging the fluid body through the suction pipes, properly arranged to the cylinders. These pistons will move in the cylinders in consequence of this pressure, and give motion to the cranks, L L, to which cranks the piston rods are attached in the usual way.

It will appear clear, that the revolving or circular motion of this generating engine will not prevent the moving of the pistons in the cylinders, E E, nor the revolving of the cranks, L L, for all revolve together in the same plane, and are in the same relative position to each other as if the engine were at rest; these cranks, L L, are connected to each other by connecting rods, or by toothed-wheels, as may be thought proper, and will carry each other over their centres. One of these cranks, L, is also connected to the crank, M; this crank, M, is connected to the piston rod of the double-acting force-pump, N, which pump is bolted securely, as near the centre of motion as possible.

This pump, N, has a pipe or tube leading from its receiving valves, and passing with a secure joint into the hollow shaft, or axle, A, say at O; it has, also, a pipe or tube leading from its discharging valves, and passing with a secure joint into the hollow shaft, or axle, A, say at Q. This shaft, or axle, is hollow from the solid part at P, up through the centre of motion in the collar at G. Above the collar at G, a stuffing box is placed for the purpose of making a tight joint, in which a small part on the upper end of the shaft, or axle, A, revolves. This stuffing box has a tube, or pipe, attached, which leads to a working engine which is stationary, and is bolted to the frame of the generating engine in any convenient way. It will be easily understood, that if a circular motion be given to this generating engine, a centrifugal force, or pressure, will be produced, proceeding along the hollow arms, C C, which are charged with the fluid body oil, and will press upon the pistons in the cylinders, E E, which pistons will move and give motion to the cranks, L L. These cranks are connected to each other, and one of them to the crank, M; which crank, M, works the piston in the force-pump N. This pump will act as a double-acting force-pump, and will discharge the fluid body oil, which it is now supposed to be working into the hollow shaft, or axle, at Q; which oil, passing through the tube or pipe leading to the working engine, produces a pressure on the piston of that engine, always equal to the pressure or power acting on the force-pump, N, of the generating engine.

We have already shown, that the centrifugal force or pressure in the generating engine, is always in proportion to the squares of the velocity. Suppose this working engine to be thrown into motion by any means that may be thought proper, and to be so geared as to give to the generating engine a certain velocity, a certain pressure will be produced, acting upon the piston of the working engine. Suppose the pressure produced not yet sufficient to keep up this velocity in the generating engine, which is throwing off a certain



portion of the oil, it is now supposed to be working at each stroke of the piston in the cylinders, E. E. Clear the working engine, so as to give a double velocity to the generating engine; this will require a double power only, because the same quantity of the fluid body oil is suffered to pass off, but the power or pressure acting on the piston of the working engine, will be quadruple.

Let the case be again stated, thus:—Suppose the power necessary to give a certain motion to the generating engine be represented by one; suppose the pressure produced by the centrifugal force to be represented by one also; double the velocity of the generating engine; the power necessary will be represented by two, but the centrifugal force, or pressure, will be represented by four; double the velocity of the generating engine again, the power necessary will be represented by four, but the centrifugal force, or pressure, will be represented by sixteen.

This places the matter in a clear light, and shows that a grand and unlimited power is soon obtained, which may be called the chief of all powers, which, though long hid from the minds of men, is now opened up by the Giver of all wisdom and understanding for their use and comfort.

We will now show, that when this generating engine is properly constructed and charged, it will be of no further expense for years, except the wear and tear of the engine; and the slight waste by evaporation of whatever fluid body may be used.

It will be easily understood, that when the fluid body is thrown off by the engine, and discharged through the eduction pipes properly arranged to the cylinders, E. E. it will fall again into the air-tight vessel, or case, in which the generating engine revolves; and the pressure of the atmosphere acting on the surface of the fluid body in the case, forces it up through the hollow shaft, or axle, supplies the engine again, is thrown off again, and so on for ever.

We will only add, on the present occasion, that the fluid body taken up by the force-pump of the generating engine, and forced to the working engine, is also carried back by an eduction pipe, is discharged into the air-tight vessel, or case, is taken up again, and so on without end.

We wish it to be borne in mind, that in the generating engine shown in the preceding wood engraving, its air-tight case is supposed to be removed. This is with a view to the working part of the engine being more distinctly understood.—*Inventors' Advocate.*

## PUBLIC COMPANIES.

### MEETINGS.

**ANGLO-MEXICAN MINT COMPANY.**—The ANNUAL GENERAL MEETING of proprietors of shares in this Company will be held at the office, as under, on Tuesday, the 5th of May next. The chair will be taken at One o'clock punctually. At this meeting one director will be elected in the place of John South, Esq., who goes out by rotation, but is eligible to be re-elected. Office, 9, New Broad-street, London, April 17. G. B. LONSDALE, Sec.

**ALTEN MINING ASSOCIATION.**—Notice is hereby given, that a GENERAL MEETING of the shareholders will be held at the London Tavern, Bishopsgate-street, on Tuesday, the 13th of May, at One for Two o'clock in the afternoon precisely, for the purpose of receiving the report of the directors as to the affairs of the association during the past year, and also a statement of the financial accounts for the same period, when the directors will fix a dividend for the confirmation of the shareholders. The accounts will lie at the office for the inspection of the shareholders one week previous to the meeting. By order of the board, EDWARD J. COLE, Clerk.

**BRITISH SILVERLEAD AND COPPER MINING COMPANY.**—Notice is hereby given, that the ANNUAL GENERAL MEETING of the British Silver-lead and Copper Mining Company will take place at the Clarendon-rooms, South John-street, Liverpool, on Friday, the 8th day of May next, at Twelve o'clock at noon. By order of the directors, Company's office, Brazil-buildings, Drury-lane, Liverpool, April 14. H. SHERATON, Sec.

N.B.—Every shareholder, to vote, must have paid all calls, signed the rules and regulations, and received the new scrip in exchange for the old.

**BLAENAVON IRON AND COAL COMPANY.**—The EXTRAORDINARY GENERAL MEETING of this company, for confirming the resolution passed at the late Meeting of the 7th instant, for increasing the capital of the concern, will be held at the offices of the company, on Friday, the 22d of May, at One o'clock precisely.

The DIVIDEND of TWO POUNDS FIFTEEN SHILLINGS per share, for the half-year ending Christmas, 1839, is now payable at the company's offices, 4, Pancras-lane.—April 20. W. H. WEST, Sec.

**HENNOCK AND CHRISTOW MINING COMPANY.**—The THIRD GENERAL MEETING of the shareholders will be held at the company's office, No. 1, Park-lane, Liverpool (adjoining the Post office Hotel), on Thursday, the 21st day of May, 1840. The chair to be taken precisely at Twelve o'clock. HENRY MOLYNEUX, Secretary.

**MEXICAN COMPANY.**—The directors hereby give notice, that the ANNUAL GENERAL MEETING of proprietors will be held at the company's office, on Thursday, the 7th of May next, at Two o'clock precisely, in pursuance of the deed of constitution of the company. 32, Great Winchester-street, April 25. J. M. MAUDE, Secretary.

**WEST WHEEL JEWEL MINING ASSOCIATION.**—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be held at the company's office, as under, on Monday, the 11th of May next, at Twelve o'clock precisely. By order of the board, ROWLAND NICHOLSON, Sec.

**WHEEL WALLIS MINING COMPANY.**—Notice is hereby given, that the ANNUAL MEETING of the shareholders in this Mine will be held at the Guildhall Coffee-house, London, on Wednesday, the 6th day of May next, at Ten o'clock in the morning; and an ADJOURNED MEETING will be held at the Mining Office, 15, 80, Ann-square, Manchester, on Thursday, the 4th day of June next, at Three o'clock in the afternoon. By order of the directors, 15, St. Ann's-square, Manchester, April 10. HENRY CARR, Sec.

### CALLS.

**BRISTOL AND EXETER RAILWAY.**—CALL OF TEN POUNDS PER SHARE, being the ninth instalment, and making, with former calls, the sum of £50 per share.—The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 6th day of May next, at any of the under-mentioned banks, the sum of £10 on each of their respective shares, viz.:—

Liverpool.—The Bank of Liverpool.  
Manchester.—The South Lancashire Bank, and Messrs. James Lloyd and Co., Bristol—Messrs. Miles, Harford, and Co.; Messrs. Baillies, Ames, and Co.; Messrs. Stuckey and Co.'s banking company, or at either of their branches; the West of England and South Wales District Bank, or at either of its branches; and the National Provincial Bank of England.  
Exeter.—Messrs. Sanders, Sons, and Co.; Messrs. Cole, Holroyd, and Co.; the Devon and Cornwall Banking Company; Messrs. Milford and Co.; and the West of England and South Wales District Bank, or at either of its branches.  
The bankers are instructed to charge interest at the rate of 5 per cent. per annum on all arrears. FREDERICK RICKETTS, Chairman.

Office, 30, Broad-street, Bristol, April 3, 1840.  
Interest at the rate of 5 per cent. per annum will be allowed on payments in anticipation of calls.

### DIVIDENDS.

**CONSOLIDATED COPPER MINES OF COBRE ASSO.**—CIATION.—Notice is hereby given, that a DIVIDEND of TWO POUNDS per share will be paid to the holders of certificates in this company, at the office of the association, 28, Austin-frs, on and after the 20th day of May instant, between the hours of Eleven and Three o'clock. The proprietors are requested to leave their certificates at the office, for examination, three clear days before the day of payment. By order of the court of directors, 28, Austin-frs, May 1. WILLIAM LECHE, Secretary.

**THE PATENT SAFETY FUSE.**—FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."  
Manufactured and sold by the Patentes, BICKFORD, SMITH, and DAVEY, Canbourn, Cornwall.

### MEETINGS OF SCIENTIFIC BODIES.

#### IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	MOON.
Entomological	17, Old Broad-street	Monday	8 P.M.
British Architects	16, Great Court-street	Monday	8 P.M.
Linnean	21, Regent-street	Tuesday	8 P.M.
Geological	21, Regent-street	Tuesday	8 P.M.
Geographical	Adelphi	Wednesday	8 P.M.
Antiquarian	Geometrical House	Thursday	8 P.M.
Entomological	18, Leicester-square	Thursday	8 P.M.
Scientific Society	18, Leicester-square	Thursday	8 P.M.
Royal Astronomical	Geometrical House	Friday	8 P.M.
Royal Institution	Albion-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

## PUBLIC COMPANIES.

### MEETINGS.

Anglo-Mexican Mint Company	Office, New Broad-street.	May 5.	1.
Highgate Archway Company	62, Old Broad-street.	May 5.	1.
Southwark Bridge	Queen-street-place	May 5.	12.
West Middlesex Water-works	New-road	May 5.	11.
Wheel Wallis Mining Company	Guildhall Coffee-house	May 6.	10.
Pobreen Tin and Copper Mining Co.	Office, St. Mildred's-court	May 6.	1.
Imperial Brazilian Mining Association	London Tavern	May 7.	2.
Mexican Company	George and Vulture Tavern	May 7.	1.
British Silver-lead and Copper Mines	Clarendon Rooms, Liverpool	May 8.	12.
West Wheel Jewel Mining Association	Office, 25, Threadneedle-street	May 11.	12.
Great Leicester and Munster Railway	Office, 62, Moorgate-street	May 12.	1.
Alten Mining Association	London Tavern	May 12.	1.
West Cornwall Mines Investment Co.	George and Vulture Tavern	May 13.	12.
Imperial Continental Gas Association	7, White Hart-court	May 13.	2.
National Provincial Bank of England	112, Bishopsgate-street-within	May 14.	12.
Equitable Gas Light Company	21, John street, Adelphi	May 19.	12.
Henock and Christow Mining Co.	Office, Park-lane, Liverpool	May 21.	12.
Blancavon Iron and Coal Company	Office, 4, Pancras-lane	May 21.	1.
Lancashire Railway	London Tavern	June 1.	1.
Wheel Wallis Mining Company	St. Ann's-sq., Manchester	June 3.	3.

### CALLS.

Cheltenham & Gt. Western Union	May 2.	Glyn and Co.
Irish Waste Land Improvement	May 2.	London Joint-Stock Bank.
R. Towan, Rose Ann, & W. Lydia	May 2.	Counting-house of the Mines.
Bristol and Exeter Railway	May 10.	Glyn and Co.
New Granada Mining Company	May 11.	Office, Freeman's-court.
Edinburgh, Leith, & Newhaven K'way	May 11.	Williams, Deacon, and Co.
Equitable Reversionary Interest	May 11.	Coutts and Co., Strand.
Northern and Eastern Railway	May 14.	As former calls.
Port and Eastern Coal Co.	May 16.	June 13.
Cambrian Iron and Steel Co.	May 21.	July 20.
		London Joint-Stock Bank.

### DIVIDENDS.

Commercial Bank of New Orleans	4 per cent.	Reid, Irvin, & Co., May 15.
Blancavon Iron and Coal Company	2 1/2 per cent.	Office, 4, Pancras-lane
Consolidated Copper Mines of Cobre	2 1/2 per cent.	Office, 26, Austin-frs 30.

## THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.	FOREIGN FUNDS.
Bank Stock, 7 per Cent., 175 1/2	New 34 per Cent. Annuities, 98 1/2
3 per Cent. Reduced, 80 1/2	3 per Cent. Consols for Acct., 91 1/2
3 per Cent. Consols Ann., 90 1/2	Exchequer Bills, 24 26 pm.
34 per Cent. Reduced Anns., 98 1/2	India Bonds, 5 per Cent., 6 pm.
Portuguese, New, 5 per Cent., 30 1/2	Spanish Bonds, 5 per Cent., 28 1/2
Ditto do, 20 1/2	Ditto Passive, 7 1/2
Dutch 2 1/2 per Cent., 53 1/2	Ditto Deferred, 14 1/2
5 per Cent., 100 1/2	Colombian, 1824, 6 per Cent., 26
New Loan, 1837, 95 1/2	Danish Bonds, 3 per Cent., 1825, 77 1/2
SHARES.	
Birmingham and Derby Rail., 85	North Midland, 104 1/2
Birmingham and Gloucester, 70	Ditto New, 22 1/2
Eastern Counties, 11 1/2	Northern and Eastern, 15 1/2
Great Western Railway, 85 1/2	York and North Midland, 60
New ditto, 39 1/2	London & Westminster Bank, 23 1/2
London & Brighton, 26 1/2	Colonial, 33 1/2
London and Blackwall, 19 1/2	National Bank of Ireland, 16 1/2
London and Croydon, 11 1/2	London and County, 9
London and South Western, 49 1/2	Union Bank of Australia, 26 1/2
Manchester and Leeds, 81 1/2	Australasia, 52 1/2
Midland Counties, 94	Nat. Prov. Bank, 35 1/2
	Provincial Bank of Ireland, 43

## LATEST CURRENT PRICES OF METALS.

LONDON, MAY 1, 1840.

COPPER, Brit.—Cakes.	IRON, Brit.—Pigs.
100 lb. 94 0 0	Fig. No. 1, 100 lb. 5 0 0
100 lb. 92 0 0	Bar Iron 0 0 0 to 8 10 0
100 lb. 90 0 0	Do. Cast in Wales 7 10 0
100 lb. 88 0 0	Do. Cast in England 6 10 0
100 lb. 86 0 0	Do. Cast in Scotland 5 10 0
100 lb. 84 0 0	Do. Cast in Ireland 4 10 0
100 lb. 82 0 0	Do. Cast in France 3 10 0
100 lb. 80 0 0	Do. Cast in Germany 2 10 0
100 lb. 78 0 0	Do. Cast in Russia 1 10 0
100 lb. 76 0 0	Do. Cast in America 0 10 0
100 lb. 74 0 0	Do. Cast in China 0 10 0
100 lb. 72 0 0	Do. Cast in Japan 0 10 0
100 lb. 70 0 0	Do. Cast in India 0 10 0
100 lb. 68 0 0	Do. Cast in Australia 0 10 0
100 lb. 66 0 0	Do. Cast in New Zealand 0 10 0
100 lb. 64 0 0	Do. Cast in South America 0 10 0
100 lb. 62 0 0	Do. Cast in Africa 0 10 0
100 lb. 60 0 0	Do. Cast in Asia 0 10 0
100 lb. 58 0 0	Do. Cast in Europe 0 10 0
100 lb. 56 0 0	Do. Cast in North America 0 10 0
100 lb. 54 0 0	Do. Cast in South America 0 10 0
100 lb. 52 0 0	Do. Cast in Africa 0 10 0
100 lb. 50 0 0	Do. Cast in Asia 0 10 0
100 lb. 48 0 0	Do. Cast in Europe 0 10 0
100 lb. 46 0 0	Do. Cast in North America 0 10 0
100 lb. 44 0 0	Do. Cast in South America 0 10 0
100 lb. 42 0 0	Do. Cast in Africa 0 10 0
100 lb. 40 0 0	Do. Cast in Asia 0 10 0
100 lb. 38 0 0	Do. Cast in Europe 0 10 0
100 lb. 36 0 0	Do. Cast in North America 0 10 0
100 lb. 34 0 0	Do. Cast in South America 0 10 0
100 lb. 32 0 0	Do. Cast in Africa 0 10 0
100 lb. 30 0 0	Do. Cast in Asia 0 10 0
100 lb. 28 0 0	Do. Cast in Europe 0 10 0
100 lb. 26 0 0	Do. Cast in North America 0 10 0
100 lb. 24 0 0	Do. Cast in South America 0 10 0
100 lb. 22 0 0	Do. Cast in Africa 0 10 0
100 lb. 20 0 0	Do. Cast in Asia 0 10 0
100 lb. 18 0 0	Do. Cast in Europe 0 10 0
100 lb. 16 0 0	Do. Cast in North America 0 10 0
100 lb. 14 0 0	Do. Cast in South America 0 10 0
100 lb. 12 0 0	Do. Cast in Africa 0 10 0
100 lb. 10 0 0	Do. Cast in Asia 0 10 0
100 lb. 8 0 0	Do. Cast in Europe 0 10 0
100 lb. 6 0 0	Do. Cast in North America 0 10 0
100 lb. 4 0 0	Do. Cast in South America 0 10 0
100 lb. 2 0 0	Do. Cast in Africa 0 10 0
100 lb. 0 0 0	Do. Cast in Asia 0 10 0

REMARKS.—The Welsh iron market is flat, but hoops and sheets maintain their prices. Swedish is coming in at somewhat lower rates than quoted. The stocks of steel in very low. The copper market is flat at prices asked. In foreign tin there is a disposition to advance, the English market continuing steady.—Lead is decidedly more animated, at higher prices, and still expected to advance.—Spelter, on the spot, is difficult to obtain under 21 1/2. Quicksilver has again advanced to 4s.

## NOTICES TO CORRESPONDENTS.

In the remarks made on a late occasion, when animadverting on the conduct of the directors of certain companies to whom we were indebted for the action for libel brought by Mr. W. Millett Thomas, we regret that we should have coupled the name of the manager of the Eastern Counties Railway with the transaction.—that gentleman having called at our office, and assured us that he is in no way connected with the British Silver-lead Company. The mistake arose from the Christian and surnames being alike, as also the residence of both parties. We feel it due to Mr. John Hall, of the Eastern Counties Railway, to give this explanation. We can only say, in justification, that we were led to believe that gentleman was the party who furnished the information, and it was upon his known respectability that we were induced to form an estimate of the character of the party, in which we find that we were mistaken.

PRICES OF METALS.—"B. Thompson" (Newcastle upon Tyne) is mistaken; the table has not been omitted in the two last Numbers, but placed in a more prominent situation—first column of fourth page.

THE MINING INTEREST.—We are requested to acknowledge the receipt of £5 "to wards the testimonial to be presented to Mr. English," from the agents of the Halkin Mines, Flintshire. The entire list will be published on the Saturday previous to the meeting being convened—the 23d inst.

ARCADE GALLERY.—We have received several communications respecting the present state of affairs of this society. The details of the proceedings of the proprietors, at meetings held on the 25th and 26th ult., are far too long, and not exactly suitable, for insertion in our columns. We shall probably revert to the subject in our next.

RECEIPTS ORES.—We are anxious that the attention of miners should be directed to the article on "Sulphur Ores," in our present Number. We shall be happy to afford any further information—that presented this week appears so important.

"A Subscriber's" letter, on the West Wheel Jewel Mining Company, should have been authenticated. He will observe that, although the directors have not furnished us with the report of that mine, we have given, in another part, whatever there may be of importance connected with this, as well as other concerns where our remarks have led to a similar refusal.

TALACOR IRON AND COAL COMPANY.—A report of our visit to the property of this company shall appear in our next.

## THE MINING JOURNAL.

### Railway and Commercial Gazette.

LONDON, MAY 2, 1840.

The sulphur question now forms a theme for discussion, whether considered in a political point of view or otherwise. We find the press now generally to have become acquainted with the most prominent features of the monopoly which exists, and hence we have occasional articles and letters, which, however, have too much for their object the advocacy of certain views taken by the writers, not involving the interests to which we are most disposed to look—we need hardly say, those of the miner and the mine adventurer.

It is only right that information should be given to those who are so affected by the question, of the measures which Government propose. We do not mean, whether the Admiral has received instructions to set fire to the sulphur mines, by throwing in Congreve rockets or shells, and thus fumigate the "monarch of volcanoes," but we think our mining interest at home have a right to inquire what are the proposed clauses in the new treaty. Nothing but an import duty on foreign sulphur, we admit, will satisfy us—nor

should the question be allowed to slumber as it does. A representation should be made to Government, a statistical statement and report should be drawn up, and, their attention being directed to the main points which affect this country, the excuse could not be made that they were ignorant of the importance to be attached to the results at which they may arrive.

We endeavoured in a late Number to put this matter in a simple manner before our readers, to show the advantage to be gained from the use of our sulphur ores, which, by paying the cost of working—leaving profit out of the question—enabled the miner to open and explore ground, without making the sacrifice which is too frequently attendant upon trials at shallow levels, and which deters the adventurer from proceeding. The demand for sulphur ores is rapidly increasing; we know [of several contracts lately made—one house alone, at Liverpool, works up 250 to 300 tons a-week, and orders are coming from various ports. It behoves the miner to look about him, and we trust that he will act prudently—that he will not look to a profit, but to a market—that he will be content with a price which will be remunerative to the consumer, and encourage its use—and that he will not look alone to "to-day," but think of "to-morrow." Will our Irish friends reflect on this.

Although the political interest connected with the sulphur question is dying away, from the mediation on the part of France, yet there are other interests connected with our mines and manufactures which the sudden check given to the sulphur trade has tended to develop in a very extraordinary degree. No longer will Great Britain depend upon Sicily, or any other foreign country, for a supply of sulphur—hitherto considered so essential to its very existence as a nation in time of war, and, latterly, if we may judge from the sensation excited by the agitation of the "sulphur question," no less important to its manufactures in time of peace.

The mines of the United Kingdom will produce abundance of sulphur for all purposes, and that at a price so cheap as to defy all competition. Pyritous copper ores—especially those produced in Ireland and Wales—on an average give out 29 or 30 per cent. of free sulphur, so that by calcining about 3 1/2 tons of such ores, a ton of brimstone, or its equivalent in sulphureous gas, may be obtained. Formerly (and as is now the case at Swansea) the sulphur contained in such ores—amounting to tens of thousands of tons in the state of sulphureous gas—was, in the process of smelting copper ores, driven away, to the destruction of vegetation, and the annoyance of all located in the district; and to avoid the serious cost for damage to which the smelter is subjected, if we remember aright, a premium of 1000*l.* was offered to the projector of any plan by which the loss and nuisance might be obviated—while the sulphur, which is a component part of the copper ore (particularly the low produce ore), now forms a considerable part of its marketable value. Instead of forming, as heretofore, a part of the cost of smelting copper ore, in driving off the sulphur by calcination, it is now the interest of the sulphuric acid maker to smelt copper ore (if we may use the term) for the sake of the sulphur which it contains—returning back to the smelter the copper ore deprived of the sulphur, the ore having, in the mean time, as will be seen, undergone the process of desulphuration, or, the sulphur being disengaged therefrom, and thus the first step taken of reducing to a metallic state the copper contained in the ore. We are informed, on authority which we cannot for a moment doubt, that 26*s.* per ton has been obtained by the copper smelters of Lancashire from the sulphuric acid makers for the LOAN of pyritous copper ore, to be applied in the manner referred to. This, then, is a source, let the price of Sicilian sulphur be what it may, from whence a cheap supply of sulphur must come, for the copper smelter will, as a matter of course, accept any price, however small, from the sulphuric acid maker for the use of his sulphurets, which he would have otherwise to drive out of his calciners at a cost which would be chargeable on the smelting operation. This, it should be observed, is perfectly independent of iron pyrites or mundic, which has recently become an important product of our mines, and to the value of which we have already adverted in former articles on the subject. The price of Sicilian sulphur, we admit, may be brought down so as to compete in price with iron pyrites, but no reduction can save it from the competition to which it must be subjected with pyritous copper ore. Such are the benefits derivable from an attempt at dishonest practices. Good ever arises out of evil, and we trust that in this instance the lesson will be taught to the Neapolitan and other Governments, that "honesty is the best policy."

We shall only offer one further observation on the present occasion, and which will be found to bear strongly upon the question which has lately occupied so considerable a space in our columns, and we will use but few words. The wealthy copper smelters must make up their minds either to let the pyritous copper ores of Ireland and North Wales go to Lancashire, where sulphuric acid works and copper smelting works lie close together, or they must build sulphuric acid chambers in connection with their smelting works at Swansea, so as to save the sulphur from the ores. No doubt the smelters are "wide awake," but we feel it our duty to give publicity to matter so important to the miner and the smelter as we may acquire. The conclusion we arrive at is, that the miner should have a better price for his ore, and if the smelter will not give it, it then behoves the miner to look after himself.

Since writing the above, we have been given to understand, that an abundant supply of sulphur may be calculated on from the West India islands, specimens of which have been placed in our hands. One cargo of 200 tons has arrived by the *Ann*, from Dominica. Those interested in our mines at home should be on the alert, and secure to themselves those benefits which are derivable from the want of faith of the Neapolitan Government.

We inserted in our last Number a letter from "A Tin Miner," in which our correspondent strongly urges the necessity of establishing a "Tin Miners' Smelting Establishment." There is much to be said in favour of the views entertained by "A Tin Miner,"



and much may also be said on the other side; our object will, however, be coolly to discuss the question, so far as we are informed on the subject, leaving it to others more practically acquainted with the details to bring forward arguments and facts, either in favour of the proposition, or, on the other hand, showing the impolicy of attempting to effect any alteration in the present arrangement. It appears, from the deductions our correspondent would draw from the prices given for black tin, and that obtained in the market for white tin (and who seems to be aware of the mode in which the smelters do their business), that there is a combination on the part of the smelters to oppress the miner, by knocking down the price of black tin, while they prevent a fair price being obtained for the manufactured article, arising out of an unfair competition in their sales. This, we must confess, seems a curious combination, and which we should hardly give credence to as being likely to exist, were not the arguments which have been put before us, by those who are conversant with the trade, of a nature to bear out the assertions made by our correspondent to the full extent. It must be admitted, that the opposition in the trade, and their practice of selling under the market prices, and "cutting under" their neighbours, is beneficial to the public; but, we would ask, what is the benefit derived by the public?—what is the proportionate advantage this kingdom derives from the saving of 2l. or 3l. a ton on an article, the whole produce of which may be estimated at 25,000 blocks, or 4250 tons of white tin per annum, the aggregate value of which, at the present time, does not exceed 340,000l.? while the advance or depression of so trivial an amount is of importance to the miner, and may be the means of sustaining a mine, or causing its abandonment.

Our correspondent assumes that the average rate which white tin will cost before it leaves the smelting-house is 74s. per cwt., and he then proposes to add freight, insurance, and other charges, which, when done, he says, will soon dissipate the mystery complained of. We will test this, by adopting some figures with which we have been favoured, and leave our readers to draw their own conclusions. We will, then, put forward the following assumed statement of cost and returns, not pledging ourselves to its accuracy, but with the view of bringing the question fairly under notice.

COST.		s. d.	£ s. d.
Cost of 1 cwt. of good "common" white tin in blocks, before leaving the smelting-house—say	74 0	or 3 14 0	
Freight, insurance, and charges until warehoused in London..	1 0	— 0 1 0	
	75 0	£3 15 0	
Add thereto two months' interest, being about the average rate before sales are made..	0 7	— 0 0 7	
Making total cost ..	75 7	£3 15 7	
SALE PRICE IN LONDON.		s. d.	£ s. d.
The present price may be taken at ..	80 0	— 4 0 0	
From which must be deducted—Commission and discount for cash, 5 per cent.; brokerage, 1 per cent.; export duty and shipping charges, 1 per cent.—in all 6 per cent., or ..	5 2	— 0 5 2	
Leaves the sale price ..	74 10	£3 14 10	

and thus showing, if these figures be correct, that a loss is actually sustained by the smelter instead of a profit—no great inducement, it will be said, for the miner to embark in a smelting establishment.

That we are not far from the mark—and this is for the consideration of the miner—as to the figures given of "cost" and "sale price," we can state, on good authority, that, within the past fortnight, "blocks" and "barrels," or "bar tin" (which is always 2s. more than common), has been sold at 78s. per cwt., with 5 per cent. discount, the brokerage and shipping charges being paid by the seller. Again, we find on inquiry at Birmingham, that one house offers at 79s., subject to a deduction of 3 per cent. commission, and 3 to 3½ per cent. charges for discount, freight, insurance, &c.; it is not, however, for us to follow out these details, but, acquiring the information as we do from sources on which we can place dependence, we deem it right to submit them.

It may not be amiss, here to quote from two letters, received from Cornwall and Birmingham, treating on the subject, and we trust that others will contribute their mite of information, on a subject which either works to the "weal" or the "woe" of an interest which appears likely to be sacrificed by the false and impolitic course pursued by the smelters. Under date of 21st ult. (April) we have the following:—

"I enclose I forward Ticketing Paper, and particulars of another shameful sale at Redruth. Prices have receded, and fine tin has been bought at the same standard as common, which proves at once the existence of a conspiracy among the smelters. Mr. — (a considerable mine owner) was at the ticketing, who declared that no more of his tin should be sold at ticketing; indeed, a general discontent pervaded the whole body of mine agents. After the sale, three or four of the principal mine agents met to talk over ways and means to alter this disgraceful system of conspiracy by the smelters, to plunder the miners to remunerate themselves, and they have laid the foundation for calling a meeting of the agents of the principal tin mines in Cornwall, to adopt a plan to force the smelters to a different conduct, but my opinion is, that they will do nothing effectual, unless by having one or two smelting establishments in their own interest. Now is the time for persons of determination, activity, and means, to effect an alteration in this most abominable market, discount being now strongly excited in the miner's breast, at the iniquitous proceedings of the smelters."

The other letter to which we referred is from our agent at Birmingham, who says—

"We have seen a quotation of Daubus's agent for their 'refined' tin at 82s., four months' credit, and three months' acceptance. Bolitho's are selling 'refined' at 81s., and 82s. is the current price for the best qualities."

This, we must say, appears very much like corroborative proof of cutting down prices—the consequence of which is, that the smelter, at the next ticketing, beats down the price of black tin, by which the miner is injured, to enable him to meet his competitor in the market. We put forward these arguments as they have been submitted to us, and which appear to be not only worthy the attention of the miner, but, we will add more, if he does not protect himself, we fear he has but little to expect from the smelters. We deal not with politics, nor political partisans, yet, when we refer to the Irish press, with the view of collating information connected with the mining interests of that country, it is seldom that we miss falling on—

Hereditary bondsmen, know ye not,

Who would be free, themselves must strike the blow.

Such, we believe, is the case with the miner; it is not sufficient that he "strikes the blow" underground, he must come to surface, and show that he is "free."

We had almost omitted to advert to a letter received some few

weeks since from some miners near to St. Austell, who sorely complained, but whose letter, without confirmation, we laid aside; to those connected with the trade, we need hardly say, that the poor fellows had hardly a chance, and a sacrifice of 5l. to 7l. a ton, we were given to understand, was the consequence—indeed, we believe in this district there are only two houses who are buyers. Need we add more?—we think not.

In treating on the subject, it was not our intention to have entered so fully into matter of detail, and for which we are the more unfit, arising from absence from town, but we trust the observations we have made may tend to elicit that further information, which may either prove to the miner that he ought to be content with the present, or that he has sufficient grounds to adopt a different course for the future. There can be no question that a difficulty does present itself, and that of a serious nature. It requires much energy, and the support of miners, if they will free themselves from the thralldom to which they are now subjected, for capital is ever to be found where a fair return can be made, and we sincerely trust that some measures will be adopted, whereby the miner will be protected, whether by a "Tin Miners' Smelting Establishment," or by a more liberal feeling being evinced by the smelters. "Live, and let live," is a motto which should be adopted and observed by "one and all."

Since the foregoing observations were in print, we know, as a fact, that sales of "refined" tin have been made at Bristol at 80s., with 5½ per cent. off, which, with the other charges, reduces the price of "refined" to 75s. 6d. This is, indeed, a startling fact. One of the London houses offers "refined" at 80s., and "common" at 77s., with 5½ per cent. off.

How strangely are men's minds formed, or how are we to account for a refusal on the part of the "Rhymer Iron Company" and the "Cambrian Iron Company" to give a report of their proceedings, when we find that the "Blaenavon Iron and Coal Company"—equal in respectability, and, we might add, if not of higher standing (most certainly as far as liberal feelings are concerned)—affords through the medium of the press that publicity to their operations to which they feel the absent proprietors and the public are entitled. In our last Number we gave a brief report of the proceedings at the meeting of proprietors held on the 24th ult., when not only was a statement submitted, showing the receipts and expenditure, with the quantity of iron made, and profits of the past twelve months, with such other details as affected the financial affairs of the company, but on which occasion the question of raising a sum of 150,000l. by debentures was brought forward. If any case justified the refusal of a report of the proceedings of a meeting being published, it was, perhaps, on an occasion like the present. Here we find a company proposing to raise a loan—and they openly declare to the public, from whom that advance is expected, the position in which they are placed—they show their profits to their rivals in the iron trade—they let the public into all the "secrets of the prison house"—and, in fact, do all which the directors of the "Rhymer Iron Company" and the "Cambrian Iron and Spelter Company" refuse—in the one case there is openness and candour, in the other concealment, whereby suspicion is awakened. We can very well understand the reasons—the "whys and wherefores"—of both the latter companies, and which we may take an early opportunity of presenting to our readers. As regards the first, their royalties we know to be on fair terms, and the price at which they can raise coal would render them formidable competitors, while the iron is generally admitted to be good, if not of a superior quality. We know that a large sum was paid as purchase-money for the property. We know that a large sum has been realised by certain parties; and, further, we know that a large sum has been expended on the works. We know that their expenses of management are heavy. We know that a further decline in the price of iron will seriously affect the profit or loss to the shareholders; and, we know much more, but forbear saying anything further until we give the data on which we ground our conclusions. However, there is one thing, we must confess, we should like to know, which is—the data on which the "balance-sheet" is made up, and dividends declared. As regards the "Cambrian Iron and Spelter Company," as it is in its infancy, we say nothing, but would suggest to any shareholder, who considers the cost not too great, to put himself in the Swansea mail—pull up at the railway leading to the works—avail himself of the directors' omnibus—take his supper and his bed at the directors' establishment—next morning visit the works—admire the architecture of the buildings—contemplate the profits—take dinner—visit the shop—and, after taking a cup of *caww de*, put on his night-cap, and dream of dividends. If this does not satisfy him, we must refer him to the directors' reports. Gladly do we find, as affording so strong a contrast, that the directors of the "Blaenavon Iron and Coal Company" are open, and ready to afford to the proprietors every information. There is, doubtless, nothing to conceal, and, we would ask, in what concern, honestly conducted, can there be?

A word or two more on the report of the "Blaenavon Iron and Coal Company," and we have done. We find that a capital of 260,000l. has been raised, in addition to a mortgage of 60,000l. on the works—making a total capital invested of 320,000l.; the profit on which, for the past year, after making the usual deductions, is 22,980l. 4s. 4d., or 2l. 15s. per share on 35l. paid—a portion of which amount has been called during the twelve months—thus giving about 6½ per cent. interest. The sale during the like period is reported as being 12,892 tons of iron—by which we understand the report to mean pig-iron—and, assuming the "make" to be equal, this would give a weekly produce from the furnaces of about 250 tons, which is not, we presume, so large as either the capabilities of the works will admit, or to which the directors intend to confine themselves, observing that the quantity of ironstone possessed by the company is estimated at 21,500,000 tons, and of coal at upwards of 60,000,000 of tons. We deem it unnecessary further to follow the report; information of this nature is useful and valuable to those who have embarked their capital, or those who may contemplate an investment, and we trust that on future occasions we may not be called upon to draw the distinction between the openness of one set of directors and the concealment of others.

#### LATEST INTELLIGENCE.

REDRUTH, APRIL 30.—Average standard, 109l. 2s.—Average produce, 7½.—Average price, 5l. 3s. 6d.—Quantity of ore, 3234.—Quantity of fine copper, 233 tons 6 cwt.—Amount of money, 16,562l. 7s. 6d.—Average standard of last sale, 106l. 12s.—Produce, 8½.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 23d inst., was as follows:—Silver coin to Gibraltar, 41,300 oz.; Hamburg, 38,000 oz.; Rotterdam, 30,000 oz.; South Australia, 2118 oz.; Calcutta, 100,000 oz.—Gold coin to South Australia, 152 oz.—The shipments of bullion from Dover for the continent have been resumed. Within the last few days they have amounted to 70,000 oz. of silver, in coin and bullion, all for Calcutta.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM FEBRUARY 4 TO APRIL 28, INCLUSIVE:

LIABILITIES.		ASSETS.	
Circulation ..	£16,831,000	Securities ..	£22,736,000
Deposits ..	7,295,000	Bullion ..	4,319,000
	£24,126,000		£27,055,000

Downing-street, April 30.

#### ORIGINAL CORRESPONDENCE.

##### TIN MINERS' SMELTING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I now send you the calculations of the last sales at the ticketing here on Tuesday, with the exception of parcels from three mines—Carnon, Trevaunus, and Tincroft. The first is fine stream tin, and the other two will not alter the result. The average is about 74l. per ton of white tin, common, and 75l. 10s. ditto, refined—for 76½ tons of the former, and 43½ tons of the latter, cash by the time it leaves the smelting-houses.

You will not fail to notice the lower price in proportion for fine tin. This arises, clearly, from a conspiracy of the smelters, to endeavour to remunerate themselves out of the pockets of the miners, for the loss sustained recently, by underselling each other in "refined" from 84l. down to 80l. (and even 79l.), which is the quoted price in the London, Birmingham, and Bristol markets, for "common" tin.

I intend to continue to keep you regularly informed of what occurs in the county, bearing upon this matter, and it shall not be my fault if the miners do not acquire a knowledge of facts to show them how they are victimised.

I remain, Sir, your obedient servant,

A TIN MINER.

##### PRIVATE PARTICULARS OF THE REDRUTH TIN TICKETING, 21ST APRIL, 1840.

Mines.	No. of tons.	Full produce.	Reserve.	Net produce.	Quality.	Standard of smelters' purchases according to assay.				Price at which the tin was purchased.			
						With Carriage.	With Carriage.	With Carriage.	With Carriage.	s. d.	s. d.	s. d.	s. d.
Charlestown ..	144	134	14	124	good com.	73	3 7 6	44	7 6				
Ditto, No. 2 ..	22	—	14	14	ditto	72	4 7 6	43	17 6				
Pulborough Consols ..	144	134	14	124	fine	73	6 7 6	45	10 6				
Ditto, No. 2 ..	41	134	14	124	ditto	—	—	45	10 6				
Ditto, No. 3 ..	24	124	14	114	good com.	72	3 7 6	40	12 6				
Ditto, No. 4 ..	14	124	14	114	common	71	6 7 6	40	7 6				
Poiggoth ..	194	184	14	174	good ditto	72	6 7 6	45	5 6				
Ditto, No. 2 ..	24	124	14	114	common	74	6 7 6	42	3 6				
Rocks Tin Mine ..	194	184	14	174	good fine.	74	6 7 6	44	17 6				
Budnick ..	13	134	14	124	good com.	72	6 7 6	44	7 6				
Ditto, No. 2 ..	8	134	14	124	common	71	6 7 6	43	17 6				
Wheal Kitty ..	84	134	14	124	good ditto	73	6 7 6	44	0 6				
Ditto, No. 2 ..	4	124	14	114	common	73	6 7 6	40	0 6				
Ditto, No. 3 ..	17	124	14	114	ditto	74	6 7 6	42	0 6				
North Trowan ..	22	142	14	128	good fine.	73	6 7 6	40	12 6				
Ditto, No. 2 ..	21	144	14	134	fine	72	6 7 6	40	15 6				

[We thank "A Tin Miner," who will observe that we have not lost sight of the subject—while another correspondent has directed our notice to a little matter, which, we doubt not, will attract his attention.]

#### SMELTING CHARGES ON BLACK TIN.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am very much pleased at the promise you have given to take up the question of the tin trade, and have carefully perused the letter of "A Tin Miner," with the accompanying analysis of the Ticketing Paper, stated to be the private guide book of the smelter. Without volunteering any opinion thereon, will you allow me to ask a question, which "A Tin Miner" seems entirely to have lost sight of—what are the expenses of smelting? It will be noticed, in the paper above alluded to, that a certain reserve is deducted from the full produce of every parcel, varying from 1½ to 1¼ in 20 parts of black tin. Unless, therefore, your correspondent shows that a well-managed establishment makes no profit out of this reserve, he can hardly be said to have brought the case fairly under the consideration of the mining public.

I am, Sir, your's, obediently,

ADVENTURER.

[Our correspondent will see that we have made some remarks on the subject of the tin trade in our leading article. We doubt not, "A Tin Miner," who seems to be alive to all the "ins and outs" of the business, will be able to answer the question.]

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

TAMAR SILVER-LEAD MINING COMPANY.

We understand that the intelligence furnished from the mine to the office this week is the result of Captain Rowe's monthly visit, and here it is pretty obvious, that, from some cause or other, it has been found expedient to use a moderate degree of energy in the tutwork department, there being now ten bargains, of which eight are on driving the ends, which, in nearly every instance, contain ore—in some parts pretty good, and others, as may be naturally expected, not quite so valuable, whilst the number of men on tribute is fifty-eight. Our informant also tells us, that the sampling, a few days since, amounted to fifty tons of ore, and that there is an expectation of a better price being obtained, from a superiority in produce. We are glad of this, as we have been before sorry to notice a falling off in the price, which we are assured from another quarter has been solely attributable to a diminution in quality. In old times, we have been given to understand, that the ore producing the greatest quantity of silver was produced, from the eighty-five and seventy-five fathom levels.—ED. M. J.

REDMOOR CONSOLIDATED MINING COMPANY.

Our intelligence this week relative to these mines is very limited, and with out much interest, as, indeed, it must necessarily continue, until the lodes are cut in the north mine, where the engine can, now that it is disengaged from the flat-rods formerly connected with it for working Johnson's shaft, proceed more satisfactorily. We understand, however, that the engine-shaft is being sunk below the thirty fathom level, in favourable ground, and that a cross cut is proceeding, at that level, to intersect the Great Copper lode, which we believe to be the same as that formerly reported as Trelease's lode, and is expected to be pretty near. We have already informed our readers that some measures were in contemplation for developing the silver-lead lode, and, we suppose, also the other lodes in the south part of the mine, by driving an adit north and south on that lode. This course, we understand, is now decided on, prior to giving this part of the concern an effectual trial.—ED. M. J.

WEST WHEEL JEWEL MINING ASSOCIATION.

In this undertaking we do not learn that any intelligence of interest has been received during the past week. We understand that the deepest part of the mine, on which operations are reported, is the forty-two fathom level, where ends are driving both east and west on the Wheel Jewel lode—the latter producing a little ore; and on another branch or lode, on the same, there is also some ore. There appears to have been an irregularity in the thirty fathom level, where there was a prospect of amendment.—ED. M. J.

TRELEIGH CONSOLS MINING COMPANY.

With reference to this concern, we are glad to witness an improvement in the most important part of the mine—viz., the engine shaft, which is sinking in ore ground, and supposed to be a continuation in depth of what is now being worked at moderate tribute in the upper parts of the mine. We consider the Ticketing Papers as affording the best evidence of the well-being of a mine, where the preliminary, and new work, has been completed, and on this we have remarked in previous Numbers. We are also told that there is a very fair prospect from the present tribute prices, and that one, if not more, of the tutwork bargains is developing ore ground.—ED. M. J.

ST. HILARY MINING COMPANY.

April 26.—Since I wrote you on Tuesday last we have drawn the drawing lift to surface, with rods, &c., cut bracer holes at the sixty fathom level, and dropped a lift to the seventy fathom level, which is drawing out the water very well. The tributary on which we are working are ten in number, all of whom work in the bottom of the fifty fathom level east of engine-shaft; their tributaries are—to four men 11s. in 1½, two men at 11s. 6d., and four men at 12s.; they are working very regularly. It is to be hoped we shall soon see the seventy fathom level dry, when we shall set two pitches to the west, and set a stope to the east of the shaft, and also drive the eastern end, in which there is a good grey lode, twenty inches wide. I would not recommend driving the sixty fathom level any further on the south lode at present—we have driven forty fathoms on it at this level already. I would rather defer it until we can cut it at the eighty fathom level, at which level, should the south lode continue its present underlay, the cross-cut would be very short.

C. H. RICHARDS.

[Judging from the above report, the progress of the work at this mine is now more regular—the Ticketing Paper will soon be the best comment. We are glad to find that Captain Richards proposes cutting the lode at a deeper level, which, we hope, will recompense for the delays which have taken place.]



## HOLMBUSH MINING COMPANY.

April 27.—The 106 fathom level, west of the engine-shaft, is still driving in a good course of ore, the lode being twenty inches wide, and worth four tons, or about 32l. per fathom. In the rise, in back of this level, no lode has been taken down, as it is intended to be left until the rise is holed. In the eighty fathom level west the lode still continues a good course of ore, from twenty inches to two feet wide, and worth four tons, or about 36l. per fathom. In this level, east of Snell's winze, the lode has improved, being at present sixteen inches wide, and worth two and a half tons, or 20l. per fathom. In the winze, sinking below the eighty fathom level, the lode is one foot wide, and worth about two tons, or 16l. per fathom. In the stope, in back of this level, the lode is sixteen inches wide, and worth about three tons, or 25l. per fathom. In the seventy fathom level west the lode is small and unproductive. The stope in the back of this level are still very good, lode from twenty inches to two feet wide, and worth four tons, or 32l. per fathom. In the sixty-two fathom level west no more lode has been discovered, but are still driving the east north. In this level east the lode is large, about three feet wide, composed chiefly of munda and spar. The stope in the back of this level are still in a rich course of ore, lode two and a half feet wide, and worth eight tons, or about 70l. per fathom. The tribute pitches are still looking favourable. The parcel of copper ore, sampled at Calstock Quay, on 22d instant, weighed 201 tons 17 cwt. 1 qr., of good quality ore.

F. PHILLIPS.

[The 106 fathom level—the most important point to which those interested in the permanence of this mine should look—is, we are happy to notice, still good, and the other works described are very favourable. The quantity of ore sampled exhibits an increase, though not very material.]

## TREVILLO MINING COMPANY.

April 27.—The ground in the engine-shaft is much the same, down about five fathoms below the thirty fathom level. The lode in the thirty east is about two feet six inches wide, producing fair work. In the west end, at this level, the lode is about six inches wide, but unproductive. The lode in the twenty east is three feet big, showing an appearance which we judge will soon be productive of good. The twenty west is about eight or nine inches big, but coarse. The lode in the ten fathom east is about seven or eight inches wide, with some ore. The ten fathom west end is cross-cutting in search of more lode. The lode in the adit end east is about twelve inches wide, yielding good work, and continues to show a favourable appearance in good ground. The lode in south cross-cut, west of John's, as alluded to in my last, has been broken down for four fathoms in length, showing its size to be from one to two feet wide, yielding good proving work. The ground in the new shaft is easy, down nine fathoms. Calculation of ore raised this month, 120 tons.

J. HAY.

[We have no remark to offer this week.]

## UNITED HILLS MINING COMPANY.

April 28.—In the adit level east the lode is three feet wide, and not improved. The adit level west is still driving north. There is no alteration in the ten fathom level. In the thirty-six fathom level, in the eastern end, the lode continues its size, producing some good ore. In the west end the lode is large, about eighteen inches on the north part good ore. In the forty fathom level, driving east of eastern shaft, the lode is a little improved for ore; the stope in the back of this level still continue very good. The lode in the winze, sinking below this level, is also very good for ore. In Nettie's winze the lode is four feet wide, two feet good ore. In diagonal shaft the lode is five feet wide, three feet of which is producing ore of a fair quality. No ground driven in either of the ends of the fifty fathom level; the men have been hindered from working in consequence of our putting down new pitwork.

C. PENROSE.

[This report offers nothing new to require remark from us.]

## TREVAVAN MINE.

Trevavas, April 20.—I beg to hand you my report of this mine. The lode in Kemp's winze is two feet wide, good stones of ore in it, and has a very promising appearance. The lode in Giddy's winze is from two to three feet wide, and rich throughout. The lode in the fifty-six fathom level is two feet wide, saving work, and greatly improving. The lode in the forty-five fathom level is three feet wide, two feet of which is a very rich lode of ore. The lode in the rise, back of this level, is three feet wide, as rich, if not exceeding any lode of ore I have seen in the mine; this part of the lode, from its present direction, has not been seen in driving the last twenty fathoms in the thirty-two fathom level, consequently, by driving south in this level, we shall meet with the same part of the lode we have our discovery upon at the forty-five fathom level, and have every reason to expect it as rich. The ground in the cross-cut, driving from the north to the south lode, is very favourable, and expect to communicate the two cross-cuts by end of this month. The lode in the shallow adit is twelve inches wide—a good lode of ore for that width; this is a great discovery in whole ground, where the sea has no effect on the surface, or below; this can be worked for one quarter the expense we can work under the sea. The lode in the twenty-two fathom level, driving east from the new shaft, on the Way Sowan lode, is two feet wide, and has a very kindly appearance; in fact, I think there is no doubt of having a good discovery when we intersect the Nialla Cutter lode, which will be effected in about two months from this date. The tribute pitches are looking as well as can be expected for old ground; we shall have, in the course of a month, several pieces of new ground to set, which will greatly assist our samplings. I think this mine never presented the prospects of success she does at the present moment.

[The above is a very favourable report, but the gentleman who furnished it to us will excuse our remarking that the absence of the agent's name attaches an irresponsibility to the document itself.]

## FOREIGN MINES.

## REAL DEL MONTE MINING COMPANY.

Mineral del Monte, March 12.—With regard to bar silver, I am sorry to state that it seems quite certain that permission to export it cannot now be obtained; indeed, I learn that the Minister of Finance had contemplated granting licenses at 5 per cent. duty, but that so great was the clamour raised, he was obliged to abandon his intention. The returns from the haciendas for February amounted to fifty-three bars, being three more than at first expected, and the loss on the month was, consequently, less than estimated. From a rough calculation, we think it will be about \$3000. We have some expectations that the result for March may be rather better. We return to Real del Monte on the 14th, and shall be accompanied by Messrs. Rodgers and Vanweerde, the former of whom will make trial of Mr. Lancker's process of amalgamation, the latter of another process lately discovered at Bolanos, where it has been attended with success. If the next packet should not arrive here too soon, I hope to give you some information as to the progress of these, and of the Howings' plan, now on trial at Sanchez. In consequence of the Delight packet not having brought any quicksilver, immediately after her departure the price rose to \$128 per quintal, and it was only from the known promptness of the company's payments that Mr. Holmsworth was enabled to purchase 100 bottles, at \$122 per quintal.

J. PHILLIPS.

RAISING MINERS FROM THEIR WORK.—We are sorry that this subject, after having excited considerable attention among persons connected with mining, should so soon have been forgotten; or, at least that none of the plans recommended by the Polytechnic Society, or by individuals, have yet been submitted to the test of experience. The reason of this is, perhaps, that many of these plans were of such a nature, that they could not be brought into practical use except at an enormous expense; while they scarcely admitted of being tried with any satisfactory result upon a small scale. But among them there was one, suggested by Mr. Blee (of Redruth), which really does not seem obnoxious to these objections; and yet it is said to have been absolutely overlooked—a fate from which the inventor's known ingenuity, and his philanthropic exertions to benefit the miner, ought certainly to have rescued it. Indeed, we should scarcely have supposed that any proposals of Mr. Blee's could have been so treated by the managers of a society, so fully cognisant of his talents and industry, and so largely indebted to them, if he had not himself stated the fact; and even now, we are inclined to believe, that the model was passed over, not as being "unworthy of notice," but on account of some defect in its principle, or of some practical objection to its use, very obvious to an experienced eye, though not apparent to its author, nor, we confess, to ourselves. Mr. Blee, however, seems determined that the matter shall not rest where it is; and he has accordingly addressed a letter to the Mining Journal, calling the public attention to his plan.—*Champion Gazette.*

TREVAVAN MINE.—We understand that this concern has every prospect of making one of the most profitable mines in the county, under the spirited and good management of Capt. William Martin, who had broken, raised, dressed, and sampled, on Tuesday last, in six days, 87 tons of rich copper ore, and without touching any of the recent good discoveries. The present adventures are justly entitled to success for their spirit in re-animating the working of this mine.—*West Briton.*

FREXTON AND LONGBRIDGE RAILWAY.—This line of railway will be opened on Monday next, for the conveyance of stone and merchandise. It is a single line only, and about seven miles long, and for the present all be worked by horses.

## EXPORTATION OF IRON INTO SPAIN.

[From a Correspondent of the Morning Chronicle.]

ST. SEBASTIAN, APRIL 22.—I enclose you a translation of a circular just promulgated by the Royal deputation of the lordship of Biscay, in which you will observe that, although the Biscayans have all along declared themselves adverse to customs duty when the produced revenue goes to the crown, they have taken advantage of a Royal order issued when Bilbao was governed by the then existing laws of the kingdom, to levy a duty altogether prohibitory upon all foreign iron. Our manufacturers will by this act lose the exclusive advantage, which they have for some time possessed, of supplying the provinces with manufactured iron; and I fear that some of those connected with this branch of trade may be at considerable loss, as I have been informed that no less than twelve vessels were chartered, some of them already fully laden with iron, manufactured previous to the publication of the circular, and that our consul at that port, J. Clarke, Esq., has not been able to induce the government of Biscay to allow the cargoes of these vessels to be admitted upon the same footing as those previously landed at Bilbao.

(CIRCULAR.)

The general deputation of the lordship of Biscay (Senorio de Vizcaya), wishing to prevent the pernicious abuse that may be committed by the introduction of foreign iron, which has already commenced in great quantities, the said general deputation, applying to this patriotic and important object the faculty conferred to Biscay, by the order published by the Royal Council on the 29th of January, 1836, to levy additional duties upon articles of consumption when the ordinary duties were insufficient, has adopted the following measures:—

- Art. 1. All foreign iron that may be introduced into Biscay will, immediately on its being landed, be taken direct to the bonded warehouse of the deputation.
- Art. 2. After having been duly deposited in the bonded store, it will continue in the custody of the storekeeper.
- Art. 3. The bonded iron may be freely exported from Biscay, with a permit from the judge of contraband (Guia), on payment to the general deputation of eight maravedis per 100 lbs. for store room, should the time of its remaining in store not exceed one year; double that sum, should the time not exceed two years, and so on; and eight maravedis per 100 lbs. for weighing.
- Art. 4. The general deputation will adopt measures to prevent foreign iron from being smuggled into the country, on its way from the bonded stores to the line of the Ebro.
- Art. 5. Foreign iron imported for consumption in Biscay will pay to the general deputation, on being removed from the bonded warehouse, a duty in accordance with the following tariff:—

Forged iron in bars, bolts, &c., per Castilian quintal . . . . .	70
Sheet iron, per ditto . . . . .	30
Hoops for casks (not exceeding one line in thickness), ditto . . . . .	3
Worked in locks or padlocks, per lb. . . . .	7
Files, chisels, hatchets, hammers, pinners, spades, tridents, &c., for each dozen pieces . . . . .	8
Smoothing irons, per lb. . . . .	5
Steel in bars or wrought, per lb. . . . .	1
Steel in thin bars, for watchmakers' use, per lb. . . . .	3

(Signed) FREDERICO VICTORIA DE LECEA.

MANUEL MARIA DE MUSGA.

MANUEL DE BARANDICA, Sec. ad interim.

Bilbao, April 16, 1840.

## SALT MONOPOLY IN FRANCE.

At the sitting of the Chamber of Deputies, on the 28th ult., the following articles were adopted for the regulation of the salt trade:—

- Art. 1. No salt mines, springs, or salt wells, either natural or artificial, can be brought into operation otherwise than by virtue of a concession by royal ordinance, and after deliberation in council.
- Art. 2. The laws and general regulations as to mines are to be applicable to salt mines.
- Art. 3. No person can obtain a concession, if he be not the owner of the ground on which the establishment is to be formed. The concessions shall be given in preference to the owners of existing establishments.
- Art. 4. The concessions are not to exceed 20 square kilometres for a salt mine, or one square kilometre for a salt spring or salt well. This was adopted, with an additional article, discharging the owners from all redress proportionate in favour of the state.
- Art. 5. Compelling the owners of salt works to make the usual formal declarations, and to conform to the regulations which the Government should find it necessary to adopt, was next adopted.

## THE BURNING MINES OF COMMENTRY.

The great conflagration in these extensive coal beds has not yet been extinguished; but such a mastery having been at length obtained over the consuming element as renders the catastrophe no longer doubtful, the mayor of that commune has addressed a letter to one of the Paris Journals, in which he seeks to communicate more precise opinions, as well of the extent of the calamity as of the causes in which it originated. "The mines of Commentry," he observes, "are worked at once subterraneously and beneath the open sky. Of late years, this second mode has been preferred. A seam extending to 80,000 cubic metres had recently been exposed, and was about to be carried off, without any apprehension of the fire, which, in fact, has existed in these mines during the last four-and-twenty years, but the seat of whose action was at some distance from the mass in question, and was besides confined by important works of art. No danger seemed to present itself in that direction; yet an active and unceasing watch was maintained night and day. All possible precautions had thus been regularly taken. On the 15th of March last, a huge fall of earth, which no vigilance could foresee, suddenly occurred, throwing down the barriers established, and driving their guardians before it. The director of the mines immediately descended into the works, caused the safety-gates to be closed, and endeavoured to bar all access to the air. But the fire, bursting through every obstacle, spread with instantaneous and devouring force, over the great coal seam, which was soon in full combustion. The civil and military authorities were immediately on the spot, and rivalled each other in zeal and activity. They were accompanied by the engineers of the roads and bridges, and those of the mines, who declared that a great and continuous body of falling water was the only power capable of subduing the conflagration. But the river flowed 38 metres beneath the coal-field. A minute survey of the ground was, however, made, and established the possibility of turning the course of a tributary stream, which flowed at a distance of 4300 metres. The work was instantly commenced; the ground formations for the bed of the deviation occupied forty-eight hours; and twice that interval of time sufficed to execute and arrange in their places certain wooden conduits, destined to traverse several intervening hollows. At length the waters so impatiently expected, arrived, pouring into the burning mine 2000 cubic metres of water per day. At the present moment, all the subterranean works are under water; and since the commencement of this month a system of irrigation has been established on the burning mass, which has produced the happiest effects. Hopes are entertained that, in time, not only will the immediate conflagration be extinguished, but that also which has been in operation for twenty-four years past."—*Advertiser.*

RAILWAYS IN NORTH CAROLINA (U. S.).—The Wilmington Advertiser expresses much exultation at the final completion of the great railroad running from that city to the Roanoke River. This road is said to be the longest work of the kind in the world, being 161 miles in length. It appears that only 21½ miles of this road are curved, leaving the unparalleled amount of 138½ miles of straight road, in a total length of 161 miles. One of these straight lines is 47 miles long; others are three, four, six, seven, eight, and fifteen miles in length. Major Gwynn is the engineer, under whose direction the work was constructed. On the 9th ult., the first car passed over the entire line of 161 miles. It arrived at Wilmington from Weldon, at noon on that day, and the occasion was marked by a salute of 161 guns, and other demonstrations of public joy.

GERMAN RAILROADS.—The pre-eminent success of the Leipzig and Dresden Railway, taken in connection with its importance, and joining the Berlin and Magdeburg Line, is beginning to exert considerable influence upon the railway system throughout the German Empire. This country, next to Belgium, presents the most favourable physical advantages in extensive valleys for the development of this great march in locomotive affairs, and its widely-spread manufacturing population, every day growing into more importance, will be the means of accelerating, and by increase of traffic encouraging, the formation of railway lines wherever a remunerative return for capital can be safely calculated upon. The opening of the Magdeburg Line, from Magdeburg to Leipzig, is fixed for August next. A partial opening will take place in June or July. By this route all the merchandise from England and Hamburg, destined for the interior of Saxony, will arrive at Leipzig (as a depot), and easily benefit the interests of the Leipzig and Dresden Line.—*Railway Times.*

EXTRAORDINARY WROUGHT-IRON SHAFT.—Perhaps the largest piece of wrought-iron ever seen, and which is intended for a shaft for the two engines of the steam-vessel, the *President*, is now in Liverpool. Its weight exceeds ten tons.

## ANGLO-HIBERNIAN DIRECT COMMUNICATION.

It appears by the report of the Chester and Crewe Railway directors (inserted in another column), that it is their intention, in conjunction with the provisional committee of the Great Holyhead Railway Company, immediately to prosecute this undertaking. Considerable delay has already taken place in consequence of the conflicting lines having been referred to a Government commission. The decision is in favour of the Holyhead and Chester line, consequently the shares will very speedily be introduced into the share market; and as the undertaking superadds to its imperial importance, great local advantages, and will also be highly beneficial to the existing lines of railway with which it will be brought into connection, we have no doubt that all difficulties as to money will soon be removed. It is not for us now to anticipate what the Government will do; but we have no doubt that if there should be any deficiency in the share list, a considerable sum of public money will be advanced by way of loan.

The public are already aware that the provisional committee, aided by the Chester and Crewe directors, have already completed the surveys of the intended line, given the requisite parliamentary notices, lodged plans, specifications, &c., and are ready for going on with the Bill the moment the forms of Parliament will allow. They have the support of all responsible parties, who feel an interest in establishing the best line of Anglo-Hibernian steam communication; and we are not too sanguine, when we assert, that when the project is completed, London and Dublin will be communicated with in fifteen or sixteen hours, even at the present rate of railway travelling, and on extraordinary occasions in twelve hours.

It only remains now for the public support to be liberally given to a project that comes sanctioned by the highest scientific authority, and which will no doubt be approved by the Government. Dublin has more than once declared that it is of the greatest importance to the empire, and particularly to Ireland, that the best, most direct, certain, and expeditious communication should be established between the capitals of the two kingdoms. This project combines to these requisites, that it is also in immediate connexion with the other leading provinces of England, the lines with which it will be united running into and through the most wealthy and populous of our manufacturing districts. This is an advantage that not one of the competing lines possessed.

We do not see the necessity for our pursuing the subject at greater length at present. The promoters will soon be active in the field, and will place themselves in connexion with the leading men in both countries. Sanctioned as they are now with a scientific decision in their favour, we can only anticipate that they will find all plain sailing, and will have to encounter few, if any obstacles.—*Chester Chronicle.*

## FIRE INSURANCE COMPANIES IN NEW YORK.

The straitened condition of the New York money market has brought forward a crowd of borrowers of all classes, and amongst the foremost it appears that the Fire Insurance Companies may be classed, and especially such of those establishments as have for the last few years been paying the highest dividends—many of them as high as 14 to 20 per cent. per annum. The *New York Herald* says, that the severe losses of the past year have grown out of this ostentatious display of great profits by the companies making them, by prompting the knavery to set fire to property in a season of dull business, in order to participate in the large profits of the insurance companies. The result (he says), is that the companies, having divided all their profits, and sometimes more than their profits, reserving only the original nominal capital, have necessarily become borrowers in the markets. He adds, that only ten out of twenty-five of these companies have exhibited a state of their affairs, as required by law, and that the charters of fifteen of them are thus liable to forfeiture. By a numerical statement in the above newspaper, the aggregate capital of all the companies is \$6,150,000, and their loss, from May, 1839, to the 1st of April, 1840, is stated at \$2,567,693, or more than one-third of their gross capitals. The capitals of the ten companies, which have made their returns, is stated at \$2,150,000. The capital of the fifteen companies, that have made no returns, must therefore be \$4,000,000, and their losses have been \$2,167,693—more than 50 per cent. of their capital.

## NEW PATENTS FOR APRIL.

William Neal Clay, gentleman, Flimby, Cumberland, for improvements in the manufacture of iron.  
Peter Hancock, merchant, Liverpool, and John M'Innes, manufacturing chemist, of the same place, for an improved method of renovating or restoring animal charcoal, after it has been used in certain processes or manufactures to which charcoal is now generally applied, and thereby recovering the properties of such animal charcoal, and rendering it again fit for similar uses.  
James Stead Crosland, engineer, Leeds, for certain improvements applicable to locomotive and other steam-engines.  
Thomas Smedley, gentleman, Holywell, North Wales, for improvements in the manufacture of tubes, pipes, and cylinders.  
Edward Thomas Bainbridge, gentleman, Park-place, St. James's, for improvements in obtaining power.  
James Caldwell, engineer, Mill-place, Commercial-road, for improvements in cranes, windlasses, and capstans.  
William Glimman, modeller, Camden-street, Islington, for a new mode of wood paving.  
Thomas Robinson Williams, gentleman, Cheapside, for certain improvements in obtaining power from steam, and elastic vapours or fluids, and for the means employed in generating such vapours or fluids; and also for using these improvements in conjunction with distillation or evaporation, and other useful purposes.  
Samuel Marlow Banks, gentleman, Bilston, Stafford, for improvements in the manufacture of iron.  
Elijah Galloway, engineer, Manchester-street, Gray's Inn-road, for improvements in steam-engines; which are also applicable to engines for raising and forcing fluids.  
Jonathan Sparke, agent, Langley Mills, Northumberland, for certain improved processes or operations for smelting lead ores.

EXPORTATION OF IRON TO SPAIN.—We learn, from the communication of a correspondent of the *Morning Chronicle*, dated St. Sebastian, 22d April, that the Royal deputation of the lordship of Biscay have issued an order for the exaction of so heavy a duty upon the importation of foreign iron as to amount to a prohibition; and he subjoins a copy of the order, by which we observe that the duty on forged iron, in bars, is made more than 100 per cent. In the year 1838 the exports of manufactured iron of different sorts from this country to Spain and the Canaries were 1700 tons, but the returns for 1839 have not yet been made up. The increase, however, cannot have been great since 1838, so that the interests of the British iron trade cannot be very seriously affected by the Biscayan tariff. On reference to Ellis's "Tariff" of 1838, it appears that the duty on bar-iron imported into Spain was 1l. 10s. per ton, and on hoops 1l. 3s. 9d. per ton; but we understand the port of Bilbao had obtained some sort of exemption from the operation of this tariff, and the authorities of Biscay now avail themselves of their recently-obtained independence to lay on a new duty, with the view of protecting their own mines, and increasing the amount of their custom duties.—The "circular" will be found in another column.

EMIGRATION OF MINERS.—The barque, *Wanderer*, sailed on Friday week, from Newcastle-quay for Virginia, laden with coals, guns, and about 100 passengers, nearly all miners, engaged by T. Y. Hall, Esq., manager of the "Virginia Mining Company," to work in their extensive coal mines in that State.

ANTARCTIC VOYAGE.—It is a most gratifying fact to know that the spirit of enterprise in maritime discovery, which has so long characterised the British nation, has not subsided, but that individuals are always to be found who gladly risk both fortune and personal comfort to advance the cause of science by exploring unknown regions, in the midst of difficulties, dangers, and privations of the severest description. The recent accounts of the expedition of Messrs. Simpson and Dease to the shores of the Arctic Ocean afford sufficient evidence of the truth of this remark, which will be further apparent, when we state that a voyage of discovery to the Antarctic will leave our shores early in June. This new expedition, which will consist of two vessels, to be placed under the command of an officer in the navy, will be equipped at the sole expense of several British merchants. We need not add that we wish them all the success that so spirited an undertaking so signally merits.

HULL AND SELBY RAILWAY.—Directions have been given to the contractors that the single line throughout shall be completed by the 1st of July; the double line will be opened soon after that period. The only stoppages now are at the cliff at Hesale—where it is unavoidable, in order to provide ballasting, as well as to work out the valuable chalkstone—and at the Pottery, in consequence of a dispute. A trial of the first engine (the "Kingston") was made on Wednesday last, attended by the chairman and several of the directors.

RAILWAY FROM LEEDS TO BRADFORD.—We are informed that this project will, in a short time, be prosecuted with great vigour, in order, if possible, to accomplish so desirable an undertaking. Sir J. Romley has been engaged to make plans and sections of the road.—*Yorkshire Gazette.*



## WEEKLY RAILWAY TRAFFIC RETURNS.

## LONDON AND BIRMINGHAM RAILWAY.

[Length of Line, 112 miles.]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 25th April .....	£19,380 12 4
For merchandise for the same time .....	1,879 9 3
<b>Total</b> .....	£21,260 15 7

## GREAT WESTERN RAILWAY.

[Length of Line opened, 32½ miles.]

Traffic Returns for the week ending 26th April .....	£3,705 5 4
Parcels and merchandise .....	438 16 4
<b>Total returns for the week</b> .....	£4,143 11 8

## LONDON AND SOUTH-WESTERN RAILWAY.

[Length of Line opened, 38½ miles.]

Total receipts for passengers, parcels, &c., on this line for the week ending April 25th, £3102 18s. 6d.	
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## EASTERN COUNTIES RAILWAY.

[Length of Line opened (to Romford) 10½ miles.]

Passengers to April 19th .....	235,450
For the week ending April 25th .....	7,755
<b>Total passengers</b> .....	243,205

## LONDON AND GREENWICH.

[Length of Line, 2½ miles.]

Week ending 30th April .....	£1653 7s. 7d.
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## LONDON AND CROYDON.

[Length of Line, 10½ miles.]

Week ending 30th April .....	£698 4s. 9d.
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THE "ARCHIMEDIS."—We have of late heard frequent inquiries made respecting the important substitution of the screw for paddles, exhibited in the *Archimedes*, of which we gave an account several months ago. The vessel is now at Dover, competing, in an amicable way, with the Government packets at that station, in which she has been very successful. The saving of fuel by this invention is a matter of great importance, and we understand that in all the trials the screw has never once been out of order. The *Archimedes*, it is said, would have made any difficult passage, such as that from Liverpool to Dublin, during the winter, in as little or less time than the best steamers upon the station, and with half the fuel, because she would have often gone quicker by sailing than others by steaming. She is stiff under canvass, and sails beautifully—the screw being no impediment. The inactivity of the company for so many months was occasioned by the repeated accidents to the engine, and not by any difficulties about the invention itself.

## WORK PERFORMED BY STEAM-ENGINES.

IN MARCH, 1840.

Taken from the official duty paper of Mr. THOMAS LEAN, of Marazion, Cornwall. s stands for single; d for double; in. for inches.

Mines.	Engines.	Stroke in cylinder.	Lead in foot on piston.	No. of strokes per minute.	Consumption of coal in bushels.	Pounds lifted 1 foot high by a bushel of coal.	Average water p. min.
W. Darlington	Eastern 80 in. s	Feet. 10.0	Lbs. 15.11	9.33	3790	81,382,382	1294.72
Ditto	Halse's 60 in. s	10.0	9.78	9.33	1416	56,816,607	419.16
Marazion	Powlett's 60 in. s	9.0	9.47	9.0	—	—	—
Ditto	E. Rodney 40 in. s	9.0	11.42	9.0	—	—	—
GL W. Fortuna	G.W. Fort. 85 in. s	9.4	12.59	5.74	2608	57,716,092	475.5
Ditto	W. Pros. 80 in. s	9.7	8.37	11.3	3156	57,350,330	958.72
Ditto	T. Downs 70 in. s	10.0	6.49	5.1	964	44,240,554	251.69
Ditto	Wh. Friends. 70 in. s	10.0	12.10	9.19	4248	49,980,384	761.29
Ditto	Owen V. 70 in. s	9.7	6.5	—	—	—	—
Ditto	Gralton 36 in. s	7.5	19.95	—	—	—	—
Providence	30 in. s	6.0	16.35	4.08	714	29,297,314	86.39
W. Darlington	60 in. s	10.0	15.74	5.89	1059	51,774,048	353.38
Belknap	60 in. s	9.0	13.46	7.1	1020	57,558,984	361.43
Trevaskus	60 in. s	10.5	9.27	9.3	1772	52,548,895	566.56
Duffield	80 in. s	11.0	11.6	7.3	2858	59,317,056	987.69
Carrie Cons.	70 in. s	10.0	9.37	9.37	3384	43,355,847	666.72
W. Darlington	80 in. s	11.0	11.5	9.17	3438	61,453,843	731.49
Ding-dong	30 in. s	6.0	13.45	4.14	303	33,635,370	78.09
Morvah & Zen.	40 in. s	8.0	8.88	5.0	394	49,628,084	155.35
Levant	New 40 in. s	9.0	16.9	3.1	307	47,527,712	31.24
Belknap	30 in. s	6.0	13.88	5.78	1284	38,993,345	136.09
Ballawidden	24 in. s	7.0	10.71	6.03	350	39,147,399	96.64
W. Darlington	60 in. s	10.0	8.6	—	—	—	—
Great Work	W. Breage 60 in. s	9.0	9.42	4.4	1314	52,383,483	—
Ditto	Leed's 60 in. s	8.0	14.79	—	1620	—	—
W. Darlington	W. Breage's 80 in. s	10.0	10.72	7.53	3002	77,117,742	402.48
Ditto	Trelawny's 80 in. s	10.0	15.25	7.68	4152	59,546,482	393.37
Ditto	Woolf's 55 in. s	9.0	16.0	—	2652	—	—
Dunstanville	60 in. s	10.0	7.92	4.28	1231	38,391,478	539.3
South Rooker	W. Chance 60 in. s	10.0	8.86	5.18	1384	79,645,530	—
North Rooker	New eng. 70 in. s	10.0	12.58	5.18	1384	79,645,530	—
E. Wh. Croft	80 in. s	10.0	9.33	4.31	1674	58,418,746	244.9
Ditto	Dunadine 36 in. s	8.3	13.5	—	—	—	—
Belknap	76 in. s	9.0	9.83	6.78	3007	36,375,727	320.35
Carrie Cons.	76 in. s	9.0	13.87	5.86	3012	53,169,739	398.89
Ditto	Sims 50 in. c.c.e.	9.0	11.09	3.8	349	65,318,183	96.31
Ditto	36 in. s	9.33	14.8	6.8	1744	48,513,900	318.87
W. Darlington	Stephens' 50 in. s	9.33	8.7	5.63	970	38,976,833	112.3
W. Darlington	30 in. s	6.0	15.46	4.8	948	33,169,739	96.16
Poldice	Sims's 50 in. s	10.0	8.25	4.35	1235	58,800,132	—
W. U. Wood	William's 80 in. s	10.0	8.04	7.9	1929	59,671,479	676.88
Hallenbeagle	70 in. s	10.0	9.05	6.14	1782	64,102,623	875.83
W. Beauchamp	Western 36 in. s	7.75	19.24	6.6	1320	31,959,165	—
Consolidated	Powling's 36 in. s	8.0	18.6	5.82	1068	35,944,871	371.13
Ditto	Taylor's 36 in. s	10.33	11.36	9.1	4400	67,443,918	—
Ditto	Davey's 30 in. s	11.33	13.7	7.83	3711	69,567,368	—
Ditto	Pearce's 60 in. s	9.0	17.06	5.53	2248	84,276,339	—
Ditto	Wood's 30 in. s	10.0	10.5	9.23	3083	53,317,959	1054.15
Ditto	Wood's 30 in. s	10.0	8.25	6.76	1468	58,800,132	—
Ditto	Job's 65 in. s	9.0	4.21	8.3	1244	57,978,927	—
United Mines	Cardozo's 50 in. s	9.0	11.37	9.73	3286	61,968,084	—
Ditto	Eldon's 30 in. s	9.0	14.79	—	—	—	—
Ditto	Loam's 85 in. s	10.0	10.69	8.8	3869	66,125,534	2835.69
Ditto	Hocking's 85 in. s	10.0	14.93	9.76	4638	78,177,527	—
W. Darlington	70 in. s	10.0	8.4	6.17	3573	61,461,394	402.83
W. Darlington	Williams 60 in. s	10.0	6.26	5.32	1284	63,981,791	284.36
W. Darlington	33 in. s	6.73	10.7	5.82	79	33,455,861	178.93
W. Darlington	36 in. s	8.0	7.9	4.69	386	36,994,620	99.8
W. Darlington	North 60 in. s	10.0	8.4	6.17	3573	61,461,394	402.83
W. Darlington	South 40 in. s	10.0	8.4	6.17	3573	61,461,394	402.83
W. Darlington	Devon 70 in. s	10.0	8.4	6.17	3573	61,461,394	402.83
W. Darlington	36 in. s	9.3	16.61	4.77	980	51,833,933	192.0
W. Darlington	Unica, 40 in. s	9.0	10.63	6.43	1352	48,823,499	392.81
W. Darlington	Austen's 80 in. s	10.3	11.63	6.34	1638	81,642,907	481.4
W. Darlington	66 in. s	9.8	9.8	7.34	2328	73,471,811	736.49

## ENGINEERS' NAMES.

W. Darlington, Eustis; Marazion Mines, Grose; Great Wheel Fortuna, Grose; Providence Mine, J. West; Wheel Virgin, Grose; Reliance Mine, J. Sims; Trevauskus, J. West; Duffield, J. Sims; Carrie Consols, W. Thomas; De Stanville, J. West; Wheel Julia, J. Sims; Ding-dong, Eustis; Morvah and Zen, J. West; Wheel Leed, F. Nichol; Botolph, J. Rowe; Ballawidden, W. Trezler; Wheel Leed, Grose; Great Work, East Wh. Croft, J. Sims; South Rooker, J. West; North Rooker, J. West; East Wh. Croft, J. Sims; Belknap, Jeffrey; Tincroft, J. West; Wheel Damsel, J. Sims; Wheel Friends, J. Sims; Poldice, J. Sims; Wheel Unity Wood, J. Sims; Wheel Beauchamp, Hocking and Loam; Consolidated, Hocking and Loam; United Mines, Hocking and Loam; South Wheel Towan, J. Gray; Wheel Providence, Grose and West; United Mines, J. Sims; Charlestown United Mines, Darlington; West Fowey Consols, W. West; Fowey Consols, W. West; Polgoth, J. Sims; Carr Breas, J. Sims; East Wheel Rose, Hocking and Loam; Hallenbeagle, J. Sims.

## WHIM-ENGINES DRAWING ORES.

IN MARCH, 1840.

Mines.	Engines.	Consumption of coal in bushels.	Av. No. of strokes per minute.	Av. weight of a bushel of ore in lbs.	Pounds drawn one foot high by a bushel of coal.	Horse when this drawn from 100 fms. by a bushel of coal.
Consolidated	Taylor's	295	11541	630	11,065,345	54.8
Mines	Davey's	275	11880	600	16,775,290	83.0
	Pearce's	122	5217	600	16,556,680	92.0
	Elvies's	210	5217	600	16,571,990	92.0
	Deeble's	230	7080	700	14,996,720	73.3
	Woolf's	—	—	—	—	—
	Bawden's	—	—	—	—	—
	Sharn's	—	—	—	—	—
United Mines	Minell's	149	5155	700	14,338,979	73.7
Ditto	Loam's	245	9779	700	18,881,873	74.5
Ditto	Hocking's	235	10573	710	17,807,088	85.9
Charlestown U.M.	—	238	4411	1100	11,487,480	56.9
Fowey Consols	Davey's	342	10650	850	16,611,680	77.4

## ENGINEERS' NAMES.

Consolidated Mines, Hocking and Loam; United Mines, Hocking and Loam; Charlestown United Mines, Darlington; Fowey Consols, W. West.

## STEAM-ENGINES STAMPING ORES.

IN MARCH, 1840.

Mines.	Engines.	Stroke in cylinder.	No. of heads.	Av. weight of head, lbs.	Consumption of coal in bushels.	Pounds lifted 1 foot high by a bushel of coal.
Ballawidden	24 in. d	Feet. 3.0	50	33900	1130	32,104,404
Charlestown U.M.	32 in. s	9.0	75	37200	345	59,589,884
Wheal Kitty	32 in. s	9.0	34	29670	535	33,433,613
Carr Breas	32 in. s	9.0	49	28510	638	35,069,549
Tincroft	36 in. d	9.0	48	32807	690	35,216,533
Wheal Vor	24 in. d	6.5	34	14510	610	14,739,380
Ditto	36 in. d	10.0	70	45792	1380	55,633,750

## ENGINEERS' NAMES.

Ballawidden, Maynard; Charlestown United Mines, Darlington; Wheal Kitty, J. Sims; Carr Breas, J. Sims; Tincroft, W. and J. West; Wheal Vor, Richards.

The boilers are leaky at Taylor's, Davey's, Woolf's, and Bawden's engines. Consolidated Mines; at Wheal Julia and Carrie.

The number of pumping engines reported this month is fifty-three. They have consumed 4587 tons of coal, and lifted 45,000,000 tons of water ten fathoms high. The average duty of the whole is, therefore, 26,000,000 lbs. lifted one foot high by the consumption of a bushel of coal.

Marazion, April 11. THOMAS LEAN AND BROTHERS.

## PURCHASES OF COPPER ORES AT REDRUTH.

APRIL 23.

Purchasers.	Mines.	Tons.	Total.	Price.	Back Price.	Total amount.
Mines Royal	North Downs	70	4 6 6	—	—	—
2. ENGLISH COPPER CO.	Trethellan	404	3 16 6	180 6 0	—	302 15 0
	Duffield	144	4 5 0	233 15 0	—	—
			3 12 6	52 4 0	—	—
3. VIVIAN AND SONS.	Fowey Consols	534	4 13 0	248 15 0	—	475 5 9
	Trethellan	492	3 16 6	180 6 0	—	—
			4 10 0	267 0 0	—	—
	Levant	70	7 18 6	354 15 0	—	—
	East Reliance	16	4 16 6	77 4 0	—	—
	Duffield	144	3 12 6	52 4 0	—	—
	Trethellan	24	7 12 0	182 8 0	—	—
4. FREEMAN AND CO.	Fowey Consols	109	5 9 6	596 15 0	—	1601 13 9
			4 13 0	248 15 0	—	—
	Duffield	264	4 7 0	128 15 0	—	—
			9 1 6	421 1 6	—	—
			13 15 6	897 16 0	—	—
	Pembroke	22	6 8 0	140 16 0	—	—
			4 0 0	160 0 0	—	—
5. GREENFELL AND SONS.	Trethellan	96	4 19 0	447 15 0	—	—
			8 1 6	447 15 0	—	—
			7 15 6	6 15 0	—	—
			8 16 0	8 0 0	—	—
			7 1 6	279 15 0	—	—
			6 7 6	396 6 0	—	—
			4 6 0	283 16 0	—	—
			3 10 6	190 7 0	—	—
	East Crinis	113	3 18 0	440 14 0	—	—
	Wheal Gorland	68	5 11 0	327 8 0	—	—
6. SIMS, WILLIAMS, NEVILL, AND CO.	Fowey Consols	778	4 7 0	158 15 0	—	4572 13 6
			5 0 6	331 15 0	—	—
	Levant	70	13 11 0	1002 14 0	—	—
7. WILLIAMS AND CO.	Trethellan	106	7 3 6	760 11 0	—	1513 4 6
	Levant	75	8 2 6	609 7 6	—	—
	Trethellan	82	5 11 0	435 2 0	—	—
			7 12 0	182 8 0	—	—
			287	—	—	2087 8 6
			2140	—	—	13067 1 0

## SALE OF COPPER ORES AT SWANSEA.

Sampled on the 7th of April, and sold at Swansea, on the 29th.



## JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount of Price.	Amount of Price per Share.	Amount of Price per Share.
25,000	Agric. & Com. of Ire.	25	10		
10,000	Australasia	40	40	574	8
5,000	Doitto (New)	40	20	29	
1,500,000	Bank of Scotland	100	80	78	6
10,000	Birmingham Bank	50	10	124	10
500,000	British Linen Co.	100	100		
20,900	British North Amer.	50	35	32	6
100,000	Commercial	5	5	54	7
100,000	Doitto	100	25	25	5
5,000	Deron and Sons	100	25	45	
3,000	Equitable Loan Co.		9	10	
10,000	GloUCEstershire	50	10	30	10
6,000	Hampshire	50	5		
10,000	Hibernian	100	25	21	4
4,000	Ionian State	25	5	54	
30,000	London & Westmins.	20	20	228	6
5,000	Lancaster	100	20		
25,000	Liverpool	100	124	211	10
60,000	Long Joint Stock Co.	50	10	124	5
40,000	London & Cornwall	50	9	9	8
50,000	Manch. & Liver. Dis.	100	15	98	
20,000	Manchester	100	25	27	7
25,000	Monm. & Glamorg.	20	10	16	13

Northampton, Union	25	9	14
North & South Wales	10	5	10

20,000 Natl. Bank of Ireland	50	17	1	5	
10,000 Nat. Provincial. Eng.	100	35	35	5	Jan
10,000 Ditto New	20	10	10	1	
80,000 Nor.&Cnt.B. of Eng.	10	10	3	5	Dec
10,000 North Wills.	25	5	10	9	
20,000 Prov. Bk. of Ireland	100	25	43	8	July
4,000 Ditto New	10	10	17	8	
7,000 South African			5		
60,000 Union B. of London	50	5	84		
10,000 Union of Australia	25	20	26		

20,000 Wilts and Dorset ..	15	85	84	6	—
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GAS LIGHT AND COKE COMPANIES				
10,000 Alliance	10	5	7	10
2,500 Bath	20	16	22	8
600 Bradford	25	25	—	10
5,000 British	40	18	19	14
5,000 Do. Provincial	19	19	25	11
925 Do. Birmingham	774	774	93	54
4,000 Birm. & Staffordshire	50	50	73	4
600 Brentford	50	50	—	10
4,250 Bristol	20	20	36	2
1,500 Brighton	20	20	11	34
750 Do. New	20	18	94	—
2,471 Brighton, General	20	20	34	44
383 Bristol & Gloucester	25	—	—	—
700 Continental Consolidat.	50	62	110	64
1,000 Do. New	50	50	—	—
240 Chelmsford	50	50	55	—
700 Chatterbury	50	50	42	4
300 Cheltenham	50	50	75	8
1,000 City of London	100	100	195	10
1,000 Do	100	75	114	10
800 Coventry	25	25	21	—
200 Derby	50	50	—	—
180 Dover	50	50	—	—
600 Dudley	20	20	17	5
4,500 Edinburgh Coal Gas	25	25	—	—
Edinburgh and Alloa	—	14	—	—
240 Exeter	50	50	—	—
4,000 Equitable	50	50	204	3
10,000 Glasgow	20	18	11	6
4,450 Glasgow	25	25	54	10
20,000 Greenwich	25	25	—	—

10,000 Imperial.....	50	50	53	3	—
25,000 Do. Bonds.....	100	100		4	—

1,200 Ipswich	25	10	5	Aug
800 Isle of Thanet	25	20	18	5
2,350 Independent	30	30	50	6
240 Leicester	50	50	..	..
750 Leith Coal Gas	20	20	..	..
800 Liverpool	242	242	870	17
Do. N. Gas and Coke	100	100	97	..
Do. (New Do.)	..	60	..	..
200 Maidstone	50	50	109	10
9,000 Phoenix	50	39	31	4
379 Portsea	..	53	..	..
304 Poplar	..	..	..	..
389 Faversham	50	50	..	..
100 Faversham	..	..	..	..

1,000 Sheffield.....	..	164	..	..	—
1,000 Shrewsbury.....	..	10	..	..	—

1,000	South Metropolitan	20	22	19	4	July
1,000	Sheffield	—	16	—	—	—
1,000	Shrewsbury	—	10	—	—	—
120	Swansea	50	50	—	—	—
2,200	United General	50	48	34	8	Jan.
240	Warwick	50	50	50	5	Jan.
400	Warrington	25	25	229	14	Jan.
750	Warkfield	23	20	26	1	Oct.
500	Warrington	25	20	26	1	Oct.
500	Warrington Chartered	50	50	546	3	Dec.
500	Widder New	10	11	12	3	Dec.
500	Widder New	50	50	—	—	—

800 Yarmouth....	—	—	—	—	—
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DOCKS.						
90,1053 Commercial.....	100	100	66	3	July	
East and West India Stock.....	100	100	103	--	Jan.	
1,038 East Countree.....	100	100	10	--		
2,3,8,104.5s 10 London. 8th	--	--	66½	3	Dec.	
Ditto Bonds.....	--	--	100	4	--	
2,299 Bristol.....	147	147	74	34	Dec.	
66,324 Ditto Notes.....	--	--	108	5	Nov.	
576 Folkestone Harbour	50	50	--	--		
Ditto Bonds.....	--	--	5	--		
15,000 Grand Collier Docks	100	1	1	--		
55,752.8th. Katharine. Stock	100	100	100	5	Jan.	
300,000 Ditto Bonds.....	--	--	100	34	Oct.	

100,000 Do. Bonds for 10 years	..	..	..	4	Oct.
2,500 Dentford Plaz	20	3	11		

7,000 Southampton .....	50	13	8	..	—
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### BRIDGES.

600 Hammersmith .....	40	50	25	1	Jan
231 Southwark w. new sub. .	63	63	24	1	Jan
740 Do. New of 74 per cent. .	50	50	13	1	Dec.
828 Vauxhall .....	70	70	23	19	Dec.
000 Waterloo .....	100	100	3	..	..
000 Do. old Annuities of s <i>d</i> . .	60	60	21	22	Feb.
000 Do. new do. of 7 <i>l</i> . .....	40	40	18	19	Feb.
009 Ditto Bonds .....	..	..	120	..	Feb.

### WATER WORKS.

000 Birmingham .....	25	25	20	10	—
21 Colchester .....	100	100	..	..	..
03 East London .....	190	190	164	7	Jan.
00 Glasgow .....	30	30	..	..	..
00 Grand Junction .....	46	41	66	2	Jan.

Pol Bottle	720	720	327	1
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96	New River Lond. Bridge	100	59	29	Ord.
96	Water Annuities	100	57	21	Ord.
96	Manchester & Salford	100	30	21	—
96	Portsmouth Island	50	50	21	—
96	Portsmouth & Parlington	30	50	21	—
96	Ramsgate	10	8	10	—
96	Vauxhall, late So. Lond.	100	100	103	Ord.
96	West Middlesex	553	553	264	4
96	York Building Co. L. P.	100	100	114	Ord.
<b>ROADS.</b>					
533	Ardwick and Kent Yn.	50	20	—	1 1/2
900	Barking	100	100	224	1 1/2
900	Commercial	100	100	75	3
900	Do. East India Dock Br.	100	100	3	3
492	Great Dover Str.	70	70	—	1 1/2
900	Higgate Archway	100	100	2	1 1/2
1024	New North Rd. Stock	100	100	—	1 1/2
<b>LITERARY INSTITUTIONS.</b>					
900	Adelaide Gal. of Science	50	50	—	—
900	London, W. Bronze Tick.	75	75	15	—

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